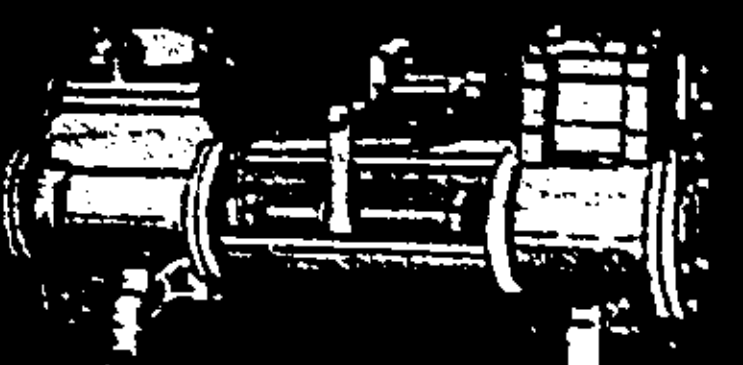


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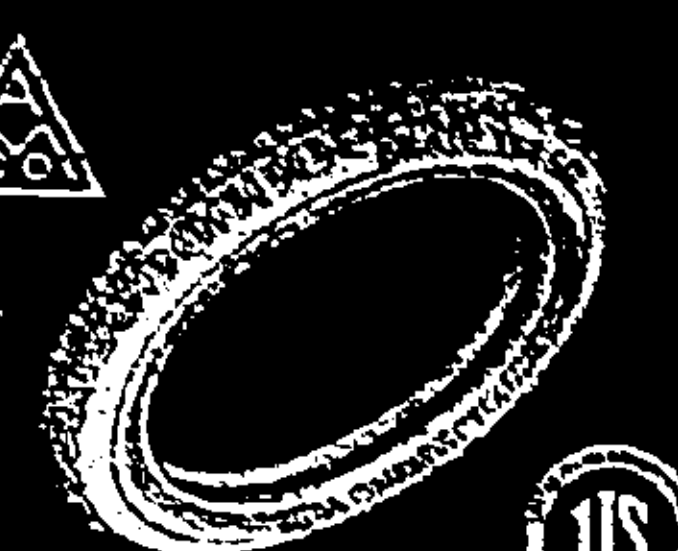
# The Hongkong Telegraph.

(ESTABLISHED 1881)

68964 六拜禮 號壹十月十英港香 SATURDAY, OCTOBER 11, 1919. 日八十月八

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## EARLIER TELEGRAMS.

### HOME RULE FOR IRELAND.

London, Oct. 8.  
The "Daily Mail" says the law officers of the Crown have discovered that under the Suspensory Act the Home Rule Act operates automatically on the day the last belligerent, namely Turkey, signs the Peace Treaty, not, as generally assumed, six months later. The Government is therefore compelled to formulate and pass its proposals as an amendment to the Home Rule Act within the next six weeks. The Cabinet yesterday discussed the Special Committee's report which gives a wide measure of Home Rule, excluding those counties where Ulstermen predominate and including proportional representation and a Senate designed to protect Protestants outside Ulster.

### THE RECENT STRIKE.

London, Oct. 8.  
Lord Robert Cecil speaking at an American press luncheon in London described the strike as most serious phenomenon. He urged avoidance of class antagonism, emphasizing that the status of labour must be changed.  
Mr. Davis, the American Ambassador, called attention to the good feeling displayed in the strike which was a great promise to the people of the civilised world. The attitude of the people demonstrated their love of law and order and their determination to preserve order. For this the whole of civilization would thank the English people.

### THE BOLSHEVIKS.

Helsingfors, Oct. 7.  
General Denikin's representative in Finland, General Kananov, has arrived at Helsingfors and declared that General Denikin's Government has unconditionally recognised the independence of Poland and Finland. He said the Allies had supplied the White armies with such a quantity of war material there was no doubt the Bolsheviks would be crushed.  
London, Oct. 8.  
Recent telegrams from Omsk report that in consequence of the success of the anti-Bolshevik armies, the Soviet authorities have ordered the revival of extreme terrorist measures.  
General Denikin, in a communique, announces the capture of fifteen thousand prisoners and fifteen guns in the region of Voronezh.  
A Bolshevik communique admits that General Denikin has occupied the important town of Voronezh.

### GERMANY'S BALTIC TROOPS.

Berlin, Oct. 8.  
The German Free Corps in Courland in a proclamation addressed to the German Fatherland and all civilised peoples says that, notwithstanding the orders of the German Government issued under Entente pressure, the Corps will remain at the front to protect the German frontier against the Bolsheviks.  
A semi-official announcement from Berlin says that as a result of the Government's appeal to the Baltic troops transports are continually proceeding homeward, but part of the troops are still hesitating.

### GERMAN DISARMAMENT.

Paris, Oct. 8.  
General Fayolle relinquishes command of the Rhine armies of occupation in order to proceed on an important mission to Germany. The "Temps" states that he will head a commission for ensuring German disarmament.  
General Degoutte, who fought side by side with the British in Flanders, is taking over chief command of the armies of occupation on the Rhine.

### GERMANS FOR RUSSIA.

Paris, Oct. 8.  
The "Matin" publishes a report from Berlin that the Council of Workers charged with eastward emigration is negotiating with the Moscow Government to despatch 800,000 German unemployed to Soviet Russia.

### ATTEMPT ON LIFE OF AUSTRIAN DEPUTY.

London, Oct. 8.  
A Berlin message says a Viennese civilian fired six shots at Deputy Haase outside the Reichstag, severely wounding him.

### SMYRNA DISORDER.

Athens, Oct. 8.  
It is reported from Smyrna that British troops occupied the city after a day's resistance.

## EARLIER TELEGRAMS.

### LORD HALDANE'S REMINISCENCES.

London, Oct. 8.  
The "Westminster Gazette" publishes the recollections of Lord Haldane 1906-14, when he was War Minister. Lord Haldane relates the steps to reorganise the Army in order to cope with the apprehended German peril. He also relates his conversations with the ex-Kaiser and von Bulow when he visited Berlin in 1906, which are already known, also the ex-Kaiser's visit to Windsor in 1907, when the proposal to hold a conference in Berlin between Britain, France, Russia and Germany relative to the Bagdad railway interests was accepted but was subsequently rejected by Berlin. Lord Haldane expresses the opinion that if the Bagdad question had been settled one great obstacle to reconciling the German with the Anglo-French interests would have disappeared.

### A FRENCH STRIKE.

Paris, Oct. 7.  
Chiefly owing to the high cost of living a strike broke out on the railways and in various factories at Sarrebruck and suburbs. Owing to a demonstration by the strikers a state of siege was proclaimed at Sarrebruck and some of the leaders arrested. Subsequently they were released. A meeting of the men's delegates with the employers takes place to-morrow.

### SINGAPORE GOVERNORSHIP.

London, Oct. 7.  
Sir Laurence Nunn Guillemard, K.C.B., has been appointed Governor of the Straits Settlements.  
[Born in 1862 Sir Laurence Guillemard has been chairman of the Board of Customs since 1905 and of the Amalgamated Board of Customs and Excise since 1909. He was private secretary to Sir W. V. Harcourt and Sir M. Hicks-Beach.]

### OBITUARY.

London, Oct. 8.  
The death is announced of Major General Sir C. H. Scott, K.C.B.  
[Major General Scott was Col. Commandant of the Royal Artillery and retired in 1910. He saw much service in India and was decorated for service with the Tirah Expeditionary Force.]

### RATIFICATION OF PEACE.

London, Oct. 8.  
Reuter learns that replies having been received from all the British Dominions the King's ratification of the Peace Treaty is imminent.

### CHINESE GOVERNMENT LOAN.

London, Oct. 8.  
An issue of £500,000 Chinese Government eight per cent. ten year sterling treasury notes at 98, issued to Vickers in payment for supplies to the Chinese Government, was quickly underwritten.

### BULGARIAN PREMIER RESIGNS.

Paris, Oct. 8.  
The Bulgarian Premier Theodoreff has resigned.

### THE SILVER MARKET.

London, Oct. 8.  
Silver is quoted 63½ and 63½, steady.

### SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### THE REPUBLICAN ANNIVERSARY.

Shanghai, October 10.  
Ten thousand assembled at the West Gate recreation ground to salute the flag and a big procession was held in the Chinese city, the day being observed as a general holiday here.  
The International Settlement allows a procession of two hundred lanterns to-night.

### THE KIANG-KWAN COLLISION.

Shanghai, October 10.  
The dissenting judges among the officers of the Chinese cruiser "Hsin Tei" for the Kiang-Kwan collision.

## DAY BY DAY.

The agenda for Tuesday's meeting of the Sanitary Board contains items of a purely routine character.

Yesterday's health return shows one fatal case of gastro enteritis, the victim being a Chinese.

The Master of the s.s. "Tahche" reports floating wreckage away seven miles South, 20 degrees East, true, from Chilung Lighthouse. It appears to be two masts attached to a waterlogged junk.

A Chinese was arrested on board the s.s. "Haitan", trying to steal \$12.74 in subsidiary coin. Defendant pleaded guilty and said he had no time to change the money. Mr. Smith ordered the money to be confiscated.

The usual fortnightly whist drive was held at the Nava Depot, Kowloon, last evening. The winners of prizes were: 1. Mr. Aslett; 2. Mr. Teale; 3. Mr. Everest; 4. Mr. Graydon; 5. Mr. Yeo; hidden number, Mr. Crane; bobby, Mr. Cockram.

A meeting of the Licensing Board is to be held in the Council Chamber on Friday, the 7th November, at 12.15 p.m. for the purpose of considering applications for Publicans' Licences, Restaurant Adjunct Licences and Hotel Keepers' Adjunct Licences for the year 1919-1920.

At the Police Court to-day a Chinese was charged before Mr. N. L. Smith with attempting to export \$3.70 in subsidiary coins. The defendant was arrested on the Sai Yack Wharf. He said he was employed on board and the money was a part of his pay. Mr. Smith ordered the money to be confiscated.

Two chair coolies were to-day charged with assaulting two other coolies, in Peak Road. The cause of the quarrel was that the latter, when removing their chairs, purposely rushed at the former with the shafts of the chairs. The result was that a fight followed. The defendants were bound over in personal bonds of \$50 to keep the peace for six months.

Mr. W. C. D. Turner, Manager of the Hongkong and Shanghai Bank at Dairen for the last four

## CHINESE Y.M.C.A. ANNIVERSARY CELEBRATIONS.

The first anniversary of the opening of the new Chinese Y.M.C.A. headquarters, on Bridges Street, was celebrated yesterday in a notable manner. The various rooms in the building were prettily decorated with festoons of coloured paper flags, palms, etc. In the morning there were addresses in Chinese and the afternoon was devoted to indoor sports in the gymnasium, where such events as high jumps, long jumps, and swimming competitions in the swimming bath attached to the gymnasium, were keenly competed by the Chinese members.

At 3.45 in the afternoon, His Excellency the Governor, accompanied by His Private Secretary, Captain Warner, paid an informal visit to the building. His Excellency was received by Mr. J. L. MacPherson, the General Secretary, and T. P. Woo, President, and was afterwards introduced to the Directors and also to Dr. T. W. Pearce, Mr. A. H. Allen and Mr. F. M. Mohler, Secretary. The party then proceeded to inspect the building and watched a portion of the swimming competitions. The proceedings were brought to a close by a concert in the evening.

Teen months, and Mrs. Turner and family, recently left for England for a year's home leave. The foreign members of the Dairen Club assembled in strength and gave Mr. Turner a hearty send off. Mr. Turner is well-known in Hongkong. He was a prominent cricketer here, having played in Interport games. Mr. Turner's place at the Hongkong and Shanghai Bank has been filled by Mr. A. W. Allen.

Thirteen Chinese were before Mr. R. E. Lindsell to-day, charged with smoking opium. The first defendant was also charged with being the principal tenant. Sergeant Murphy said that at 8 o'clock last night, he got a warrant and went with a party of police to Shaukiwan to raid one of the houses there. He raided the place, and saw some of the defendants smoking opium. Beds were on all sides of the room. Mr. Lindsell imposed a fine of \$50 or four weeks on the first defendant, and the other defendants were fined \$2 or five days.



Photo: Underwood and Underwood.

The above picture shows General Fayolle (left) with General Mangin. An overnight telegram states that General Fayolle has relinquished the Command of the Rhine Armies of Occupation in order to proceed on an important mission to Germany. It is believed that he will head a commission for ensuring German disarmament.

## TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 2 11-16d.

## SHAMEEN NOTES.

Shameen, Oct. 10.  
The new and well-appointed offices recently erected in the centre of Canton city for the Treasury Department, on the site of the old Treasury Yamen, being completed, were formally opened to-day.

Well-made roads have been constructed lately at and near this point of the city which will in the near future connect with the Admiralty on the South Bund to the Governor's Yamen in the north part of the city.

The tramway scheme which is projected, will serve to open up the City in foreign style. Many foreigners who knew Canton city a year ago will not recognise the place now without the familiar landmarks, old wall gates and various Chinese figures all through the city, which have now given place to the wall-breakers and road-makers in the past few months.

On the occasion of the moon festival, a suitable opportunity has been afforded to open the new Treasury Building, of which Mr. Yeung Wing Tai is the head. Long processions were seen passing through the city and they completely blocked the traffic in the narrow streets. Flags galore were displayed. All shops were closed during the time of the procession, more by way of precaution than by choice, it is rumoured.

## LAWN BOWLS.

### SHANGHAI DEFEAT POLICE.

The Shanghai Lawn Bowls team completed their list of matches in Hongkong yesterday afternoon when they met and defeated representatives of the Police Club on the latter's ground. Although Shanghai lost the Interport match the team has acquitted itself very admirably since, for out of five contests with local clubs it has secured no less than four wins, Taikoo being the exception. Yesterday's match was played in the presence of a good crowd, the following being the teams:—Shanghai: Messrs. McDougall, Marshall, McCullum and McMurdo (skip). Police: Messrs. Grant, Clark, Blackman and Gerrard (skip). Play ran close all through, the scoring being the lowest of the series of matches. Shanghai secured the lead early on, mainly owing to the very fine play of their skip, who at one end, was the means of securing a five. At the final end Gerrard succeeded in leaving his side three shots, making the final scores:—Shanghai, 16 points, H.K. Police, 14 points.

This evening, at the Hongkong Hotel, the visitors are being entertained to dinner by the Hongkong Lawn Bowls Association.

## CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

### INTERPORT CRICKET.

Sir—I regret to inform you that the Secretary of the Singapore Cricket Club has notified me that he exceedingly regrets they are unable to get together an eleven to proceed to this Colony and that the proposed match will have to be abandoned.

Yours etc.  
P. M. HODGSON,  
Hon. Sec. H.K.C.C.

Hongkong, Oct. 11th, 1919.

## DON'T FORGET.

TO-DAY  
Gymkhana at Happy Valley.  
Cadet Corps Sports at 7.30.  
3 p.m.  
Theater Royal at 8 p.m.  
by "The Merry Dicks"  
and "The Merry Dicks".



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Sciatica, etc. etc. etc. etc. etc.  
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## SOURCES OF NEWSPAPER INFORMATION.

### NEED NOT BE DISCLOSED.

The appeal of A. Lyle-Samuel  
v. Odhams (Limited) and the  
National News (Limited) and Vic-  
toria House Printing Company  
(Limited) came before the Court  
of Appeal (Lord Justice Bankes  
and Lord Justice Scrutton) on  
30th July, when the following  
judgment was delivered.

This appeal was from an order  
of the Judge in Chambers affirm-  
ing the Master's orders refusing  
permission to the plaintiff to  
administer certain interrogatories  
to the defendants in a libel action  
now pending. The appeal raised  
an interesting and important  
question as to the "special cir-  
cumstances" in which a plaintiff in  
a libel action can obtain from the  
defendant the name of his inform-  
ant as an exception to the rule  
of practice which has prevailed  
for some years that a newspaper  
editor, or publisher, or printer,  
should not be compelled to dis-  
close his source of information or  
the name of his informant.

The plaintiff, Mr. Alexander  
Lyle-Samuel, M.P. for the Eye  
Division of Suffolk, complained of  
an alleged libel against him in the  
National News of Sunday,  
December 8th, 1918, and he  
brought the action against the  
proprietors, printers, and publish-  
ers of that newspaper. He alleged  
that the libellous statement was  
published at the time when he  
was a Parliamentary candidate  
for the Eye Division, and that it  
was an unjustifiable attack upon  
him, not only in respect of his  
public career, but also of his  
private and domestic life. He  
further alleged that the mean-  
ing of the libel was that he  
(the plaintiff) was an un-  
scrupulous and dishonest adven-  
turer, who had married his first  
wife solely for the sake of her  
money, and had tricked her out  
of her money, and by his conduct  
had driven her insane, and had  
then deserted her and left her to  
die in a pauper lunatic asylum; and  
that he had married his second  
wife solely for the sake of her  
money, and that he had engaged  
in company promoting trans-  
actions of a dishonest character,  
that he had an unclean record,  
that he was a person of ill-repute,  
devoid of commercial integrity or  
decent instincts, and that he was  
unfit to be elected a member of  
Parliament, and was unworthy of  
the trust or confidence of any  
respectable person.

The defendants pleaded (inter  
alia) that the words did not bear  
the meaning attributed to them  
by the plaintiff, but that in their  
natural and ordinary meaning  
they were true in substance and  
in fact, and that they were a fair  
and bona fide comment on a mat-  
ter of public importance, to-wit,  
the antecedents of the plaintiff,  
who was then a Parliamentary  
candidate.

The plaintiff applied to the Mas-  
ter in Chambers for leave to ad-  
minister interrogatories to the  
defendants, calling upon them to  
disclose the source of their in-  
formation, on which the alleged  
statements in the National News  
were based, with the names of  
their informants, but the Master  
refused leave, and his decision  
was upheld by the Judge.

The plaintiff, by leave, appealed  
to the Court of Appeal.  
Mr. Douglas Hogg, K.C., and Mr.  
St. John Field appeared for the  
appellant; Mr. Barrington-Ward,  
K.C., and Mr. du Parcq for the  
National News (Limited); and Sir  
Hugh Fraser for Messrs. Odhams  
(Limited) and the Victoria House  
Printing Company (Limited).

### JUDGMENT.

Lord Justice Bankes, after  
stating the nature of the applica-  
tion and the issues in the action,  
said that it was now well  
established that in an action for  
libel against an individual who  
was not carrying on the business  
of a newspaper, it was permissible  
to interrogate him whether he  
had justification for what he had  
said, or whether he might not  
have been misled by the infor-  
mation given to him. It was also  
established that, so far as that  
Court was concerned, there was  
an exception to that rule in the  
case of a newspaper. That ex-  
ception was clearly laid down  
in the Plymouth Mutual Co-  
operative and Industrial Society  
(Limited) v. the Traders' Publish-  
ing Association (Limited), 22,  
the Times L. R. 266 (1906), 1, K.  
B. 403, in which Lord Justice  
Stirling stated the exception to  
be well-established in the absence  
of special circumstances. Mr.  
Douglas Hogg had, however,  
suggested that special cir-  
cumstances existed in any case in  
which it could be shown that the  
alleged libel must necessarily be  
outside the rule upon which the  
exception was founded. It was  
necessary to consider the ground

on which the exception was  
based, and it had been said that  
the real ground was that it was  
not in the public interest that in  
the case of newspapers pleading  
fair comment the name of the  
informant should be disclosed,  
that it was in the public interest  
that they should be allowed to  
criticize freely individuals with-  
out disclosing the name of  
their informant. Mr. Hogg  
had said that the present  
case was not covered by this  
ground because it was an attack  
upon the private character and  
life of the plaintiff, which was  
entirely unwarranted from the  
point of view of being in the public  
interest. That Court could not  
however, decide an issue which  
would have to go before a jury for  
the purpose of saying whether  
special circumstances existed.  
Mr. Hogg had made various  
suggestions as to what constituted  
special circumstances, but he  
(his Lordship) was quite unable  
to accede to those investigations.  
One was that the defendants  
might have gone to trustworthy  
sources for the information upon  
which they acted. It was not for  
the Court to say what the libel  
meant or to consider the good  
or bad taste of the writer in the  
newspaper. All that he (his  
Lordship) could say was that this  
was an action against a news-  
paper for libel, and in that case  
the rule which refused to order  
disclosure of the sources of in-  
formation applied and the appeal  
must be dismissed.

Lord Justice Scrutton agreed  
and said that a comment alleged  
to be fair might become unfair if  
made from a malicious motive,  
and the proposed interrogatories  
might become very material in  
such a case. If one approached  
the matter from outside the  
decided cases it seemed to him  
(his Lordship) that there was  
much to be said in favour of ask-  
ing questions as to the person  
from whom the information was  
received. It might be a person  
who had been convicted of perjury  
or of such a character as to be,  
and to be well known to be,  
thoroughly unreliable. There was  
however a rule of practice which  
had prevailed for some years, ac-  
cording to which this kind of  
interrogatory was not allowed in  
the case of a newspaper.

His Lordship, after referring to  
the authorities on this rule, said  
that counsel in the present case  
had relied on various matters as be-  
ing special circumstances taking  
the case out of the rule—first an  
undertaking given by counsel that  
no proceedings should be taken  
against the informant if his name  
was disclosed. He (his Lordship)  
did not think that was a special  
circumstance. Next it was said  
that the rule only applied in order  
to enable newspapers to criticize  
public men in their public  
character and not in their  
private life. In his Lordship's  
view the private life of a member  
of Parliament ought to be con-  
sidered as to whether he  
was fit for a public career. Lastly  
it was said that in this particular  
libel the newspaper might have  
obtained the information from un-  
reliable sources. His Lordship  
was unable to extract that proba-  
bly from the pleadings, and under  
the circumstances, he was bound  
by the previous decisions of the  
Court of Appeal, and there was  
nothing in the case which in-  
dicted any special circumstances  
which would take it out of the  
rule which protected newspapers.  
The appeal would be dismissed.

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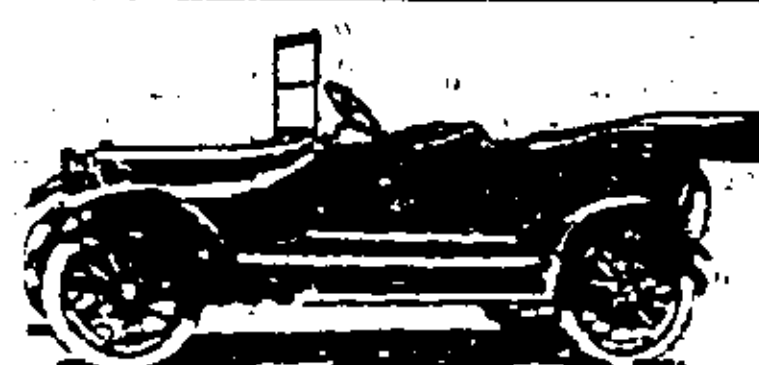
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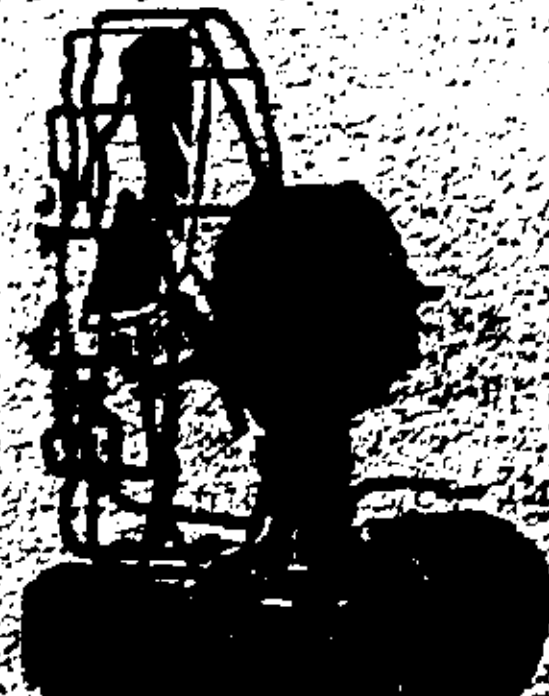
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offers? Apply Box 232 c/o "Hong-  
kong Telegraph."HIGH PRICES IN  
SWITZERLAND.PEASANTS SUPPRESS CITY  
DISORDERS.

Basel, Switzerland, August 1.  
The Swiss are playing their  
country people off against their  
city people in their effort to  
maintain order in their country.  
With crowds of working people  
from the factories making vague  
demands for a betterment of  
living conditions—mainly, lower  
prices—and with machine guns  
hidden in positions near central  
points in the town, the Govern-  
ment is depending upon soldiers  
brought in from the country  
districts to handle mobs and riots.  
Russia has taught Switzerland  
a lesson which the rulers were  
quick to put into service. The  
discovery, in Russia, that the  
peasants were not Bolsheviks and  
that, in retaliation for Bolshevik  
excesses and lack of productiveness,  
they had declined to send  
food to the cities, was one that  
the Swiss Government seized  
upon with appreciation.

The press has made it clear,  
through many past months, that  
the interests of the peasants and  
of the city factory hands were  
not identical, that is, if factory  
hands got to acting up. I talked  
only the other day with a Swiss  
factory owner—one of the richest  
in Switzerland—of how the training  
of the wiss peasants had  
been achieved.

In the great strike which we  
had last November," he said, "I  
had charge of a large force of  
peasant troops in the factory district,  
near Zurich. One of the  
factories there is owned by the  
present Swiss Minister to Wash-  
ington. We drummed into the  
heads of the peasant soldiers that  
the city workmen were likely to  
ruin Switzerland and bring it to  
Russia's position. Those peasant  
troops of ours were ready to go at  
any mob that formed. The looked  
upon the strikers as their  
actual enemies and my men were  
terribly disappointed when, at  
last, they were called away from  
Zurich without having seen any  
fighting. I could have depended  
on the last one of them to obey  
any orders I gave. If trouble  
arises again in Switzerland I know  
that, my men from the country  
districts will be anxious to come  
to the cities and settle it by force  
if necessary. We can stake our  
all on them."

That conversation took place  
two weeks ago. To-day Basel  
and Zurich are both beset by  
strikers, the car lines have ceased  
operation, many shops are  
closed and the country soldiers  
are on the scene, ready to tran-  
quillize their city cousins.

I discover, however, that a  
strange complication grows out of  
the Swiss system of dividing the  
population.

The strikers are, in the main,  
demonstrating against high prices  
and the scarcity of certain foods.  
Meat, for instance, is not within  
the common reach of the Swiss  
factory hands, though their wages  
have been raised considerably,  
time and again, within the past  
few months. Cheese, which is a  
staple in the diet of the ordinary  
Swiss, is scarce. The cheap cheese,  
made of skimmed milk, is high in  
price and hard to find. The better  
cheese, known as Emmenthal, is  
issued on cheese tickets. My  
monthly ticket enabled me to buy  
just enough cheese for one good

sized sandwich; that was my  
ration of the big-holed Emmenthal  
for one month.

Strangely enough, it is the  
peasant who is responsible, in  
the main, for the high price of  
meat and the scarcity of cheese.  
The Swiss Government  
would have imported meat long  
before now if the peasant had  
given his permission. American,  
South American and Australian  
beef are all within the range of  
possibilities in Switzerland, as  
they are in all the other countries  
of Europe but the Swiss peasant  
has issued his ultimatum to the  
effect that the Government must  
not permit any competition in the  
meat line. He, the  
peasant, has raised his beef  
and has paid high prices for the  
raw material from which the  
beef was produced. If foreign  
meats are allowed to enter  
Switzerland the price of the  
peasant's beef will fall and he  
will lose a part of the money and  
effort which he had put into his  
herds. No high tariff wall to  
protect home industry was ever  
so efficient in any land as is the  
Swiss embargo, existing at this  
writing against the importation  
of meats.

The peasant is getting his high  
price for meat from those who  
can afford to pay it, but as the  
plan works now it is necessary  
for him to go out on occasion with  
his gun in military formation to  
shoot against those who are too  
poor to pay his high prices and  
who rebel against them.

There is a frank understanding  
between the Government and the  
peasant that, so long as the Gov-  
ernment protects the peasant in  
the high price of meat the peasant  
will protect the Government  
against Bolshevism.

The cheese question is another  
in which the peasant takes a  
hand. Though cheese is sorely  
needed in Switzerland—there is  
not enough to go around—the  
peasants are allowed to sell their  
cheeses to exporters, at any  
prices the exporters choose to  
pay. These prices are extremely  
high; the outside world looks  
upon Emmenthal cheese as a  
luxury and will pay fancy prices  
for it, prices which Swiss  
citizens would not endure. Only  
a small part of the Emmenthal  
cheese, therefore, remains in  
Switzerland. The price is low for  
the small quantity that is sold  
there, but the monthly ration is  
so small that it hardly counts  
with a hearty day labourer for  
even one midday meal.

The Swiss peasant, as a soldier,  
is being paid his price, and, up to  
this writing he has faithfully  
kept his end of the bargain, even  
to maintaining a peace that  
involves the services of the  
morgue. But a vicious circle is  
produced. The price which he is  
being paid is taken out of the  
pockets of men who are protest-  
ing. The longer the arrangement  
continues the more serious the  
condition becomes because of the  
increasing drain on the factory  
hands with a consequent increase  
in irritation.

## NOVEL WAR WORK.

Employees at Geasden Engine  
Works, Metropolitan Railway,  
renovated during the war over  
£3,000 worth of old pipes and sent  
them to military hospitals, while  
by the sale of old silver mounts,  
25,000 cigarettes and a quantity  
of tobacco were purchased for the  
wounded.

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trademark appears on the side of the cabinet.

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## EAST AND WEST.

## VALUE OF THE PANAMA.

On August 15 the American  
Pacific Fleet was due to arrive at  
San Francisco, its headquarters  
for the future. Its passage from  
the Atlantic to the Pacific, through  
the Panama Canal, will be for  
posterity one of the landmarks  
in world history. From this  
generation its meaning should  
not be hidden. In 1898, during  
the war with Spain, the American  
battleship Oregon, steaming with  
all haste, took nine weeks and  
three days to make the passage  
between San Francisco and Key  
West, Florida, via the Magellan  
Straits. Last month the Ameri-  
can Pacific Fleet—six Dread-  
noughts and numerous other  
vessels, mustering some 200  
in all—entered the eastern end  
of the Panama Canal at dawn  
on the 26th, and by that evening  
was at anchor in Pacific waters.  
That is a stupendous reduction in  
the time necessary for intercom-  
munication by water between the  
two greatest oceans of the world.  
Its effect upon American naval  
strategy is manifest, for it has  
now been shown that the Atlantic  
and Pacific Fleets of the United  
States can be acting as a single  
unit in either ocean within a very  
few hours.

Object-lessons of this kind  
should not be needed to show  
that the world in which we live  
is a narrowed world. Already  
the old conceptions of world  
geography are wholly out of date,  
and none is more in need of  
revision than the traditional idea  
of the Pacific. A very few years  
ago it was looked upon as a  
veritable barrier between the  
Eastern Hemisphere. Some-  
where beyond China and Japan,  
in the vast wastes of the Pacific,  
the popular imagination had set  
a kind of geographical No-man's-  
land, and there the East  
faded into the sea and the  
West began. These nar-  
row conceptions of world  
geography obtain no more, but  
we doubt whether there has yet  
been a corresponding revolution  
in the political thought of this  
country. The Pacific and its  
problems still seem infinitely  
remote. Few realize that that  
great ocean throws the life of  
the United States and Canada  
into actual contact with the  
Far East, that it links their in-  
terests with those of Australia and  
New Zealand, and that its great  
distances make the groups of is-  
lands that are scattered about it  
valuable and necessary stages on  
the way of the traveller across it.  
Germany saw this before the war.  
Her so-called "colonies" in the  
Pacific were not colonies at all in  
the British or the American sense,  
but strategic settlements where  
her ships of war or commerce  
might coal or water or have some  
hope of shelter in the event of  
war.

It is time to adjust our ideas to  
the new facts. The linking of  
the Pacific and the Atlantic by  
the Panama Canal is changing  
the conditions of commercial  
traffic upon some of the world's  
highways. All transport, now in  
its infancy, will certainly bring  
rapidly nearer to each other the  
most remote places of the globe.  
The British Empire may benefit  
more than any other political  
aggregation by these vast  
changes, and their effects should  
be foreseen and reckoned with.  
Lord Jellicoe is already investigat-  
ing the conditions of sea policy in  
India and the Dominions, and his  
report to the Commonwealth  
Government of Australia has  
been published there. We shall  
reserve comment on it till we  
know more of its contents than  
we can glean from the brief sum-  
mary of its recommendations  
sent here by cable. But the new  
conditions will affect far more  
than the naval policy of the  
Empire. The whole tradi-  
tional conception of the Imperial  
system in this country must  
change. It regarded the Empire  
as a number of dependencies  
strung round the globe as ad-  
juncts to the British Isles. That  
idea is now obsolete, and the  
Empire is seen to be a multiple  
of States, each vital to the life  
of the whole, each capable of  
infinite expansion in political and  
social ideas and in material  
wealth, with no one among them  
intrinsically more important than  
any of the others. Canning  
embodied in an epigram  
an epoch in British history when  
he said that the New World had  
been called in to redress the  
balance of the Old. But the war  
has revealed the world as one, no  
longer divisible politically into  
"New" and "Old." That has  
immense implications for British  
policy, which is no longer the  
policy of the Government and  
people of the British Isles, but  
the agreed policy of all the  
Governments and peoples of the  
Empire.

## NOTICES.

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Business correspondence should be sent to the Manager.

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#### BIRTH.

GOW.—On October 11th, at Kowloon Dock, to Mr. and Mrs. David Gow, a daughter.

## The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 11, 1919.

### SLANDERING AMERICA.

All nations have their traducers and their unjust critics. So it need not be wondered at that the United States is at present being "called down" by a section of the Japanese Press for its alleged militaristic aims. We have just been reading some extracts from an article appearing in the Osaka *Mainichi*, translations of which are gaining considerable currency in the Far East through the medium of Chinese and other newspapers. These are the kind of articles which do a deal of harm in the world's affairs, which tend to bring nations into hatred one of the other and, eventually, which lead up to the possibility of armed conflict. Besides that, they give to disinterested, friendly nations distorted conceptions of the policy of other countries and thus destroy that feeling of concord and harmony and brotherliness which are the surest guarantees of peace. At the present moment, especially, calm and just feelings are needed between nation and nation, for the arousing of antagonistic ideas may easily place in jeopardy that peace for which the lovers of liberty and the defenders of civilisation have shed so much blood and sacrificed so many precious lives.

The gravamen of the article to which we refer is that the United States intends keeping up a military strength much above the pre-war standard, and that the idea of military training to young men, without enlisting them in the Army, "testifies to the great promptings of the militaristic spirit of America." The Japanese commentator even says that whilst America has during the war deprecated militarism and urged the restriction of armaments, she is now acting contrary to her professions and is trying to throw dust in the eyes of the world in order that she may appear as its saviour. Even more deliberately malicious than this observation is the remark that it was not absolutely impossible for America to have stayed out of the war, and that her ultimate object in coming in was to assume control of the world. That is sheer nonsense, of course, but even nonsense gets read and talked about, and the writer of these sentiments brands himself as a mischief-maker by indulging in such lying assertions. But even on point of fact this Japanese commentator is sadly astray. He talks of a future American Army four or five times stronger than before the war. We know that a magnificent Army the United States raised for war service, but practically the whole of those millions have now been demobilised, and according to an official statement just made by the U.S. War Department, after the end of this month the average strength of the Army will be 350,000 men, which, with the National Guard, is about the pre-war figure. There has been a deal of discussion in the States of late on this question, and those who have taken notice of what has been said and written, know that the drift of opinion is not in favour of a big Army, and that, whatever is done, there should be no militaristic ideas favoured. At present the U.S. Army is on a purely voluntary basis, the conscriptive element having been removed now that the state of war is ended. When we think of it, the suggested strength of 350,000 men is decidedly on the small side for a nation of a hundred and ten million people, with such huge territory and so many frontiers to guard, to say nothing of the military obligations rendered necessary by the garrisoning of the Philippines, Cuba, Porto Rico, Alaska, etc. One wonders what size Army Japan would deem necessary were she in the place of America.

There is even reference in the article mentioned to the fact that American troops have been sent to Siberia, the writer citing this circumstance as "the most glaring evidence of the workings of a spirit of militarism and aggressiveness and of lust for supremacy." There is probably more in this comment than meets the eye. In any case, what shall we say of the reported intention of Japan to increase her forces on the Siberian front? No; it is not America that is militaristic. The whole spirit of her people is dead against the suggestion; the history of this liberty-loving nation discredits it. Anyhow, this Japanese writer would be better advised to look a little closer home when talking of military aggression. By spreading broadcast his unjustifiable criticism of America he is performing no service. He is libelling a great nation and sowing seeds of mischief.

### NOTES & COMMENTS.

#### FAR EASTERN MAILS.

If one took the rather attractive simile which is inscribed in our Post Office in the literal sense we should all have developed a very uncomfortable thirst lately, for there has been a pretty big interval between the arrival of the last mail from Home and that which was expected to be delivered to-day. The whole question of mails to the Far East has been in an unsatisfactory position for some time past now and several suggestions that have been put forward in various places do not seem to have been taken kindly to by the authorities. We note that a Shanghai commercial gentleman suggested, recently, that in the absence of regular steamers, the Government might utilise some of the available light fast cruisers—a thing that has actually been resorted to by the French Government for certain countries. It seems that torpedo-boat destroyers have been used and on this a Shanghai contemporary comments:—"It is curious that France can do this sort of thing and Great Britain, with her immense navy of mosquito craft, cannot." The discussion that is at present proceeding as to which is the better route under existing conditions—that via Suez or Northern America—has small chance of being really helpful, for whichever route is chosen the time that mails will take in transit with the present services is bound to be a great deal longer than it should. What is wanted is a thorough revision of the whole question of mail transit, for it is absolutely essential in the interests of British trade that quicker deliveries should be inaugurated somehow. With the re-opening of the Siberian route the problem will solve itself, but the immediate future is not very bright in that respect. Unless some really new departure is made from the present system, such as the use of naval boats suggested above, there seems to be little hope of improvement.

JAPAN AND GERMANY.

To say the least there will be created quite a stir throughout the Far East by the publication of the alleged German-Japanese Secret Treaty, which we were able to announce yesterday. During the past year or so there have been frequent reports of the conclusion of some such Treaty—said to have been negotiated during the war—but these reports have been persistently denied by responsible Japanese statesmen. With the reports having such frequency there were not a few, however, who felt that there was something tangible at the back of them. The whole matter seems to have been brought to a head now by the fact that the Chinese Minister in Switzerland has forwarded the details of the Treaty, which would go to show that it has been officially published, presumably in Switzerland. No-one could have read it without realising that it contains some very astounding provisions, especially the clauses containing agreements providing for operations against Great Britain and America. Whatever one may be inclined to think on such a matter it certainly is to be welcomed that wide publicity has been given to the alleged Treaty, for it will render immediately necessary the clearing up of everything in connection with it. Great Britain and America are practically forced to ask for explanations, giving Japan opportunity either to deny her partnership in such an arrangement or justify her participation. The air has been a little obscure for some time and we can at least look forward to a clearing now.

#### PLAIN SPEAKING.

Mr. Lloyd George's first public appearance since the conclusion of the railway strike was very wisely taken advantage of by him to make a statement concerning the principles underlying such national upheavals as he and the Government have just weathered. His speech was not very complimentary to the Railwaymen and contained some very hard truths for organised labour to swallow, but it had a far greater value than if it had been full of platitudes about "honourable compromise." When he said that for labour to depend on force to gain its ends was highly perilous and that every country must demonstrate that such could not succeed, he sounded the right note. In the interests of sane government such force must never be allowed to succeed, for success would mean ruin. It was only the truth when he said that Britain had again done a lasting service to humanity, civilisation and real freedom by defeating the effort to hold up the community. It is to be hoped that the lesson has been fully learned.

### DAY BY DAY.

AS THINE EYE OBSERVETH OTHERS, SO ART THOU ALSO OBSERVED BY OTHERS.

The s.s. *Olen* departed yesterday for Kobe with about 400 tons of general cargo.

Tenders are invited for forming a 20-foot road along the sides of East Battery Hill, Kowloon.

The dinner dance previously advertised to take place at Wiseman's Cafe to-night, has been cancelled.

The s.s. *Nile* is now out of the naval dry dock. She is to resume her run on the Pacific on the 14th instant.

Tenders are invited for the construction of a new hull to replace the old hull of the steam launch "Haseg."

His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, the 20th inst. at 10 o'clock in the forenoon.

The *Gazette* gives particulars of 18 trade marks, registered in the name of Arnold, Karberg and Co., Hongkong, which have been renewed.

During the quarter ended September 30, one sample of milk was analysed under the Sale of Food and Drugs Ordinance. It was found to be genuine.

His Excellency the Governor has appointed Mr. Harold Kennard Holmes to be a Justice of the Peace for the Colony of Hongkong.

His Excellency the Governor has appointed Mr. Arthur William Heron to be a Member of the Pilotage Board, during the absence from the Colony of Mr. Henry Neave.

The total output of the Kaitum Mining Administration's mines for the week ended 27th September, 1919, amounted to 72,660 tons and the sales during the period, to 83,757 tons.

His Excellency the Governor has appointed Mr. Thomas William Ainsworth, Passed Cadet, to act as Second Assistant to the Secretary for Chinese Affairs and as Deputy Registrar of Marriages.

The following telegram was received by the American Consulate General, Hongkong, from the Manila Observatory at 4 p.m. yesterday:—Low pressure area over N. China Sea. A typhoon may develop later.

Despite the statement made to our representative on Thursday by the Hon. Director of Public Works, to the effect that no definite date had been fixed for the opening of the Tsai Wan bridge, it is now notified that it will be open to traffic on Monday.

By permission of the Chaplain, boxing, ball-punching, etc., will be taught by the well-known boxer, "Kid" Marriott, at the Seamen's Institute, 21, Praya East, Wanchai, twice a week, on Tuesdays and Fridays, from 5.45 p.m. to 7.15 p.m. See advt.

The Royal Observatory returns for September show that the average mean temperature was 80.1, the highest point registered being 88, on the 7th, and the lowest 72.7, on the 16th. There were 2.65 inches of rain and 233.4 hours of sunshine. The average humidity was 73.

It is notified that the Governor-in-Council having decided that the resumption of the property registered in the District Office, South, as Survey District IV Lot No. 2551 is required for a public purpose and private negotiations for the purchase thereof having, in the opinion of the Governor failed, the property will be resumed by the Crown on the expiration of four months.

A very attractive bill has been prepared for the patrons of the Victoria Theatre to-night. There is an extra-selected star photograph entitled "Todd of the Times" with Frank Keenan in one of his best character impersonations. "Todd of the Times" features Mr. Frank Keenan in a completely new study, different from any screen role he has heretofore appeared in. The British *Gazette* is very topical, and a Harold Lloyd comedy, "Billy Blazes, Esq." is a laugh-producing. At the Sunday matinee the Theatre is showing "The Fortune Hunter."

### TO-DAY'S LAUNCHING.

#### "WAR TROOPER" TAKES THE WATER.

#### INTERESTING SPEECHES ON HONGKONG'S FUTURE.

Despite the fact that the War Trooper, the fourth of the standard ships to be despatched from the Hongkong and Whampoa Dock Company's yard, took the water to-day to carry out her mission as a peaceful trader, quite as much interest and enthusiasm were exhibited as when her sister ships were launched on a more important mission—that of helping to win the war. The continued interest taken in the launching of these ships, now the war is over, is undoubtedly due to the fact that it is realised to what an important position Hongkong has risen in the ship-building centres of the Empire. The number of visitors to the Dock Company's yard to-day must have equalled, if not exceeded, any previous attendance at a like function.

The platform from which the ceremony took place was tastefully decorated, and Lady Rees Davies, who gracefully performed the christening function, was early upon the scene. Later on, His Excellency the Governor arrived, accompanied by Captain Warner (Private Secretary) and was received at the launching stage by Sir Paul Chater, Chairman of the Company. Amongst those present were many officials and prominent members of the community, including Sir William Rees Davies, the Hon. Mr. E. R. Hallifax, O.B.E., the Hon. Mr. E. R. Hallifax, O.B.E., the Hon. Mr. A. G. M. Fletcher, O.B.E., and Mrs. Fletcher, the Hon. Mr. Claud Severn, C.M.G., Captain and Mrs. Basil Taylor, Mr. A. G. Gordon and the Misses Gordon, the Hon. Mr. C. McE. Messer, O.B.E., the Hon. Mr. S. H. Dodwell, Commodore and Mrs. Gurner, the Hon. Mr. E. V. D. Parr and Mrs. Parr, and many others. Another interested spectator was Mr. J. D. Rossolymos, representing the firm of Messrs. Ambatielos, of Argostoli, London and Paris, the purchasers of the War Trooper, which will be renamed the "Ambatielos."

When the company had assembled, Lady Rees Davies, attended by Mr. R. M. Dyer, Chief Manager, took up her position at the bow of the vessel and at the given signal severed the cord releasing smoothly down the slip, taking the water in perfect style without a hitch, loud cheers being given in the meantime.

The company then proceeded to the main building of the offices, where refreshments were served.

Sir Paul Chater said:—Your Excellency, Ladies and Gentlemen,—I am very pleased indeed to see so large and representative a gathering present this morning to welcome Your Excellency at this, your first—but I trust not your last—attendance here. This vessel, the "War Trooper," is the fourth of her class to be launched by this Company in the course of the last two years, but you will be pleased to receive my assurance that she will by no means be the last, either in point of number or capacity, as the Dock Company hope that, during the present year, they will be in a position to "put in the water" approximately 40,000 tons deadweight of new tonnage, and to build engines and boilers of some 20,000 indicated horse power to propel that tonnage—which, in view of the large amount of repair work now being performed by the Company, I believe you will join me in thinking, will be a most creditable performance on the part of all concerned; and I have no doubt that the "War Trooper," like her older sisters, will bear outstanding testimony on all the Seven Seas to the merit of our Hongkong shipbuilding. I am generally referred to as a confirmed optimist. Indeed I am, and I glory in the fact, for optimism is more often a "winner" than a "loser." I have known Hongkong intimately for over 55 years. I have watched it grow up from very early days; and I dare risk being prophetic about its future, which—when it shall be in the position of receiving its supply of iron and coal from the neighbouring Chinese Provinces (and, as I told you on a previous similar occasion, I have every reason to hope it will very soon be in that position)—I unhesitatingly declare will be such that no port in the East shall excel it, and, as the "port" is the very life of Hongkong, and shipping

the life of that "port", so shall this Company supply their lifeblood, to wit, the vessels which go to make the British Mercantile Marine. I have now to tender our hearty thanks to Lady Rees Davies for so kindly attending to perform the christening ceremony, to ask her acceptance of a small souvenir of the occasion, and to invite you all to join me in drinking a long and prosperous career to the "War Trooper" and all associated with her.

Sir Paul Chater then handed Lady Rees Davies a platinum brooch set with a large diamond, and the company rose and drank her health.

Sir William Rees Davies said:—Sir Paul Chater, Your Excellency, ladies and gentlemen,—My wife, by no means the first time in the course of my experience, has given me a severe command that I must respond to the toast on her behalf. She is far more competent to discharge that duty than I am; the more so as I think it would exhaust the power of almost any individual to discover anything new to say upon this occasion. Ladies and Gentlemen, it has been our happy fortune to come here on several occasions when we have experienced what Sir Paul Chater himself has referred to as cheery optimism. I go further and say that, in fact, that whenever I have felt rather depressed and weary, I had only to go to Sir Paul for a tonic. It is due to the cheery optimism of Sir Paul that we have always been able to come here and to be fortified with that cheery optimism which also acts as a tonic on these periodical occasions. I do not know how it strikes you, but it seems to me a most remarkable enterprise that this Dock Company has undertaken from time to time. I can only describe it as putting a penny in a slot. A penny is put into the slot and out comes the War Drummer. Another penny is put into the slot and out comes the War Bomber. A third penny is put into the slot and in a very short space of time we get the great ship that we have seen launched to-day. The war has demonstrated, amongst many others, two things. One is the importance of our powerful Navy and the maintenance of a great Navy, and the other the necessity for a thoroughly expert and experienced merchant service. This Dock Company has done and is doing great service in supplementing the mercantile marine. If I may make just one more statement, which I think apt on the present occasion, I think that we may congratulate ourselves in Hongkong, on many things. We may congratulate ourselves that in Hongkong we have been, so far, totally immune from the state of unrest which has existed in other parts of the world. Fortunately Capital and Labour in Hongkong are united. Long may it be so.

I observe from the returns just issued that Hongkong enjoys the unique position now of being the greatest port in the world in the point of view of tonnage. I congratulate the Dock Company upon taking a very large share in making it a port worthy of its traditions. On my wife's behalf I wish to thank Sir Paul Chater and the Directors of the Dock Company for the beautiful present they have given her and also for associating her name with the toast.

H. E. the Governor said:—Ladies and Gentlemen,—As I explained privately to Sir Paul Chater, I do not propose to make a speech, all the ground having been covered by the Chief Justice, a moment ago. I only desire, in a few words, to express the sentiments which I feel sure exist in the hearts of all of you at the present moment, and that is to wish continued success and prosperity to the Dock Company.

Mr. R. M. Dyer, the Chief Manager, expressed his thanks to all present for having come there that morning to see the War Trooper being put into the water. That was another of the ships which had been built for H.M. Government and were now being gradually handed over to their various owners, of different nationalities. He trusted that they would prove a credit to their builders and very prosperous Argosies. He was sure that the appreciation of the Dock Company's service would not be entirely forgotten when the owners wanted more ships. The centre of gravity for shipbuilding was gradually coming nearer East and he would not be a bit surprised that with the coal which they expected to obtain from the neighbouring territories in the near future, the dynamic centre of shipbuilding would not be very far from this outpost of the East.

### WISEMAN'S, LTD.

The fifteenth ordinary annual meeting of Messrs. Wiseman Ltd., will be held on Saturday, October 18th. The Directors recommend paying a dividend of \$3.50 per share.

#### DESCRIPTION OF VESSEL.

The "War Trooper" in form and structural arrangement is of the "B" class standard type, the accommodation, rigging, boat deck, etc., having been altered to the requirements of Owners, and generally in accordance with pre-war practice, thus improving in appearance the outboard profile, (the standard design having hinged masts, short funnel, and boats stowed on deck.)

The dimensions of the vessel are as follows:—Length overall, 412' 0"; length between perpendiculars, 400' 0"; breadth moulded, 52' 0"; depth moulded, 31' 0".

There are two steel decks, the second deck 9 feet below the upper deck; and a poop, bridge, and forecastle, 8 feet high, having lengths of 49 feet, 112 feet, and 39 feet respectively.

Water ballast will be carried in both peak tanks, and oil or water ballast in the cellular double-bottom, which extends all fore and aft.

Seven watertight bulkheads are carried to the upper deck, forming four large cargo holds and 'tween deck spaces, and a reserve bunker forward of the engine and boiler room, the latter being a little abaft amidships.

The arrangements for loading and discharging of cargo are up-to-date in every detail. The hatches are 36 feet in width and 30 feet to 35 feet in length. Double derricks in twin posts are fitted, each derrick being operated by a 7" x 12" steam winch.

Efficiently ventilated and lighted accommodation is provided, the crew being berthed in the poop, and the Captain and Officers on the bridge.

The vessel is electrically lighted, the dynamo being of 10 k.w., and the Marconi installation of 1½ k.w.

Steam steering gear fitted in the bridge house, is controlled from the navigating bridge.

During steam trials a total deadweight of 8,000 tons will be carried, when it is anticipated that a mean speed of 11 knots will be maintained.

The vessel will be propelled by one set of triple expansion surface condensing engines, driving through a line of forged steel shafting a cast-iron propeller.

The dimensions of the cylinders are h.p. 27" diameter, i.p. 44" diameter, l.p. 73" diameter each, with a stroke of 48".

Steam is generated in three single-ended boilers 15' 6" internal diameter by 11' 6" mean length, constructed to Lloyd's requirements for a working pressure of 180 lbs. per square inch, and working under Howden's system of forced draught with closed ashpit and heated air.

No donkey boiler is provided in these vessels, steam for auxiliaries in engine-room, and for windlass, winches, etc., on deck being supplied from main boilers.

The auxiliary machinery consists of one Weir's feed-pump, one Weir's general donkey-pump, and one Weir's ballast pump of the simplex type. The feed water for the boilers is filtered and heated by a special arrangement in the air-pump hotwell. Cooling water for the condenser for the main engines is supplied by an independent steam-driven centrifugal circulating pump. This pump is fitted with a bilging connection 12" bore, which would enable the full capacity of the pump to be utilised in the event of the vessel being flooded from any cause.

There is an evaporator capable of producing 35 tons of fresh water per 24 hours. A winch condenser of the non-vacuum type is fitted in the engine-room complete with all connections for dealing with the exhaust steam from deck winches.

The air supply for the forced draught system is obtained from a Howden Fan, driven by an independent steam-engine situated in the engine-room, and, with a steam-driven dynamo for supplying the necessary electric light, completes the list of auxiliary machinery in the engine-room.

In the stokehold a double cylinder steam driven ash-hoist is fitted with suitable gear for removing the ashes.

Her sister ship the "War Snapper" upon completion and survey by Lloyd's representative was awarded the highest class, and freeboard, the result of deadweight being 8,200 tons, and on trial a speed of 11¼ knots per hour was easily maintained.



## NOTICE.

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## YACHT CLUB.

## THE ANNUAL MEETING.

The annual meeting of the Royal Hongkong Yacht Club was held last evening, when Capt. Arthur presided over a good attendance which included Commodore V. E. Gurner, R.N. Messrs. F. Smyth, D.K. Blair and E. W. Carpenter.

The Chairman said: Gentlemen, as your Commodore, Mr. Sutherland, is absent from the Colony, and as a senior member of the old Committee, I have been asked to take the chair at this meeting. I regret, too, that the Hon. Mr. Claud Severn is unable to attend. The reports of the various committees and the accounts of the Club having been in your hands for a requisite number of days I will, with your permission, take them as read. Although the net profit is only half of the previous year, a glance at the expenditure side of the Working Account will show you that generally the Club has been run as economically as in former years, and, as explained in the report of the General Committee, the decreased profit is due to the revenue from bathing membership and bar being less than last year on account of the absence of so many people from the Colony who formerly took advantage of the Club during the summer months.

The value of the Club has been allowed to stand at last year's figure, namely, \$14,700, which your Committee consider is well within the present value of property, and the value of boats and oars, which has now been reduced to \$700, is also considered a very low estimate.

As the accounts as presented have been audited by Mr. Blair and myself I feel that the adoption had better be proposed by another member of the Club. I shall therefore be glad if someone will be good enough to propose this and after they have been seconded I will be pleased to answer any question before putting the motion to the meeting.

Commodore Gurner proposed and Mr. F. Smyth seconded the adoption of the report and accounts, the motion being carried.

The Chairman: The next business on the agenda is the election of your Commodore. I may mention that I have been approached to allow my name to be put forward for this honour, but the nature of my business and the uncertainty of my being in the Colony during the whole year round has decided me not to allow my name to be put up. The experience of last season, when Mr. Sutherland had to go on home leave and Mr. Denison, who took his place, also went away from the Colony, is another argument why only one who can guarantee close attention for the whole period should occupy the position. I have

therefore pleasure in proposing that Mr. Frank Smyth, who has already been Commodore of the Club and who has always shown a keen interest in yachting and rowing, be asked to assume command for a further term.

Seconded by Mr. Murdoch and carried.

The Chairman: Before handing over the chair to Mr. Smyth I should like to take the opportunity of thanking all the members of Committee who have helped to make the year's yachting the success it has been, more especially with regard to the great amount of work that had to be put up in organising last season's opening cruise. I have now pleasure in handing over the chair to Mr. Smyth.

Mr. Smyth then took the chair. Commodore Gurner said that on behalf of the Navy he would like to tender his thanks to Mr. Sutherland for the very enjoyable day they had at the Club at the opening cruise. It was much appreciated by the ships and by all the men.

Mr. Smyth said he had to thank them very much indeed for the kind way they had elected him to the position of Commodore. It was a very responsible and, in his opinion, a very illustrious position. He could assure them that he would do his best to further the interests of the Club in every way he could. He could not at this moment give a detailed programme of the season, but he could assure them that sailing, which was his chief hobby, would have his best attention and that the rowing section, which was a growing and an important one, would have special attention. In that connection he would like to have any suggestions rowing members wished to put forward for the benefit of the Club and their special interests in particular. They would all be considered and if possible be given effect to. It was proposed to hold the opening cruise on the afternoon of October 25th. They would have liked to have made it a bit later, but a gymkhana was being held on the first Saturday in November and it was important that they should not clash. A week later would be too late as they hoped to have started the season's racing by then. With regard to the championship many members found it awkward to attend the whole series of nine races which they must do to compete in the championship. His intention was to reduce the number to five, and although nine races would be held the other four would be spoon competitions. The next business was the election of a Vice-Commodore, but this would be subject to the approval of the extraordinary general meeting. It had been found very necessary on past experience that there should be a Vice-Commodore. He proposed Mr. A. R. Lowe, who was a very keen yachtsman and boat owner, sub-

ject to the approval of the subsequent meeting.

Mr. Carpenter seconded and the motion was carried.

The following other officials were elected: Hon. Sec. and Treasurer, Mr. R. E. MacDougall. Boiling Committee: Hon. Mr. Claud Severn, C.M.G., Captain T. Arthur, Messrs. D. K. Blair, H. S. Rouse, J. B. Thomson and E. M. Sleight.

Rowing Committee: Commodore V. E. Gurner, Messrs. E. W. Carpenter, A. Murdoch, J. S. McCann, R. L. Moncrieff and Major Kirkpatrick.

EXTRAORDINARY MEETING. At the extraordinary general meeting which followed, the alterations given below were made in the Club's articles on the motion of the Chairman, seconded by Mr. Rouse.

(1) By inserting in place of article five the following article:

The general affairs and management of the Club, the making, adding to or alteration of bye-laws and regulations for such management and the election of members shall be in the hands of a General Committee consisting of eight members and a Commodore and Vice-Commodore. Three members shall form a quorum at any meeting of General Committee. The Commodore shall be ex-officio Chairman of the General Committee and have a casting vote. In the absence of the Commodore a chairman shall be elected at each meeting who shall have a casting vote. Such General Committee shall consist exclusively of members of British nationality.

(2) By inserting in Article VI after the words "and have a casting vote," in line 14 thereof the following words: "The Vice-Commodore shall be ex-officio a member of both Committees."

(3) By inserting in Article VII after the words "The Commodore," in the first line thereof the words "The Vice-Commodore," and after the words "with the Commodore" in the ninth line thereof the words "and the Vice-Commodore."

(4) By deleting the words "30th of September" in Article 45 and inserting the words "30th of October" in lieu thereof.

(5) By deleting the word "twenty" in article 47 and inserting the word "fifteen" in lieu thereof.

A confirmatory meeting will be held later, of which notice will be given.

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## CRICKET.

C.S.C.C. 2nd XI v. R.A.M.C.

This match will be played on the Civil Services ground on Monday next, the 13th instant, commencing at 2.30 p.m. The following will represent the C.S.C.C.:—W. Hill (Capt.), F. Bacon, G. Roylance, R. Duncan, G. H. Haskett, R. R. Wood, P. T. Lamble, E. C. Fincher, W. H. Edmonds, W. T. Langford and S. N. Piercy.

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To "IT."

Much was I amused to read  
The very latest "IT" screed.  
In "its" best Editorial style.  
"It's" it-ing at me all the while.  
"It's" not a "him," "it" aint a "he";  
What on earth, then, can "it" be?  
"It" claims "it's" full of playful chaff.  
And urges me to make "it" laugh.  
"It" deems me "touchy" as a "her."  
But then, you see, "it" called me "cur."  
And when, forsooth, I make reply,  
"It" says, O Harston, laughter try.  
"It" will henceforth leave French alone.  
But one good nail "it's" driven home,  
And demonstrated to good use  
The proverb "qui s'excuse s'accuse."

J. SCOTT HARSTON.

Hongkong, 10th October, 1919.



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FATORI MARU (Omitting Shanghai) Tues, 14th Oct. at 11 a.m.

SUWA MARU (Omitting Manila) Saturday, 1st Nov. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,  
Port Said & Marseilles.

SHIDZUKA MARU ... Friday, 17th Oct., at noon.

KAGA MARU ... Friday, 31st Oct., at noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.

NIKKO MARU ... Saturday, 25th Oct., at 11 a.m.

AKI MARU ... Wednesday, 19th Nov., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San  
Francisco, Panama & Colon.

TOKIWA MARU ... Middle of November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY &amp; COLOMBO via Singapore.

SHINYU MARU ... Tuesday, 21st Oct.

TENSIN MARU ... End of October.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

KANAGAWA MARU ... End of October.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

TANGO MARU ... Saturday, 23rd Nov., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

SHINGO MARU (Omitting Shanghai) Tuesday, 14th Oct.

NAGATO MARU (Omitting Shanghai) Thursday, 16th Oct.

TOTOMI MARU ... Saturday, 18th Oct.

TAMBA MARU ... Sunday, 19th Oct., at 11 a.m.

EXTRA SERVICES—(Marseilles, L'pool, Antwerp, Rotterdam etc.)

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| KOREA MARU   | 72,000 | 16th Nov.             |
| SIBERIA MARU | 21,000 | 24th Nov. (from Kobe) |
| NIPPON MARU  | 11,000 | 6th Dec.              |
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General Agents,

or to REISS &amp; Co. Canton

Hongkong, 10, Apr. 1917.

## AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches &amp; Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

## SHIPPING NEWS.

## BARNSTAPLE SHIPYARD.

Colonel Wilson, in a written  
reply to Captain Tudor-Rees,  
states that the shipbuilding yard  
at Barnstaple cost approximately  
£30,000. The Government have  
disposed of their interest in that  
yard for £25,000. It is intended to  
endeavour to float the concrete  
vessel launched from the yard and  
now beached on Instow Sands,  
but delivery will not be taken  
from the builders by the Ministry  
of Shipping until she is afloat and  
in a seaworthy condition. The  
vessel is covered by insurance.TO NAVIGATING OFFICERS.  
The Secretary of the Mercan-  
tile Marine Service Association  
has been officially informed that  
in the event of a cargo vessel  
being fitted out for carrying troops  
or passengers, the navigating  
officers are to be signed on at  
cargo steamer rates of pay, but if  
the vessel is at any time employ-  
ed in the carrying of troops or pas-  
sengers over 12 in number, nav-  
igating officers are to receive an  
extra payment at a daily rate for  
the time such troops or passengers  
are on board, such daily rate being  
approximately equal to the excess  
of passenger rates over cargo  
rates.

## WORLD'S LATEST SHIPPING

FIGURES.

According to a table published  
in Lloyd's Register the total num-  
ber of steamers now in existence  
of 5,000 tons gross and over is  
not less than 2,914—238 of which  
are of 10,000 tons and above.  
The United Kingdom's share of  
the large vessels is 1,140, includ-  
ing 119 of 10,000 tons and above.  
The other countries which have  
more than 100 vessels of 5,000  
tons and above are: The United  
States of America, 918 (188  
of which are for trade on the  
Great Lakes of North  
America); Germany, 219;  
Japan, 117 and France, 109. The  
steamers of less than 1,000 tons  
gross amount to 12,521, i.e. over  
50 per cent. of the total number  
of steamers of 100 tons and up-  
wards recorded in Lloyd's Register  
Book. It is also interesting to  
note that nearly 22,000,000 tons  
of shipping is now actually classed  
by the Society, and the existing  
vessels which were formally  
classified total over 5,600,000 tons.  
Of the total tonnage classed, over  
10 per cent. is composed of steel  
steamers classified 100 A1.

## AN ADMIRALTY WARNING.

The Admiralty desires to call  
the attention of all persons who  
have served, but are no longer  
serving, in the Naval Service, or  
in any capacity in the Naval ex-  
perimental research or other  
establishment, to the fact that  
whereas in many cases their  
technical knowledge of various  
subjects has been considerably in-  
creased during their period of  
service, no information gained  
through their acquaintance with  
the details of service technical ap-  
paratus or in any other way con-  
sequent upon their serving under  
the Admiralty must be divulged  
without the consent in  
writing of the Admiralty. Such  
divulgence may be in contraven-  
tion of the Official Secrets Act,  
to the penalties and obligation of  
which attention is accordingly  
drawn. In the event of it being  
desired to publish or otherwise  
make use of for scientific, com-  
mercial, or other purposes, any  
information gained during service  
under Admiralty, application  
should be made to the Secretary  
of the Admiralty with a view to  
obtaining the Board's consent to  
such disclosure taking place.

## CHINA COAST GAZETTE.

Captain A. V. Harrison, of the  
Wenchow, is on leave. Captain  
J. Legge, from reserve, has gone  
master, Wenchow. Mr. J. R. Seed,  
third engineer, Wuchang, is on  
reserve. Mr. J. K. Agnew, acting  
second engineer, Wuchang, has  
gone third engineer, same ship.  
Mr. W. K. Burns, second engineer,  
Kweilin, has gone second engi-  
neer, Wuchang. Mr. J. Callen-  
der, second engineer, Singan, is  
on leave. Mr. R. E. Bisset,  
second engineer, Chili, has gone  
second engineer, Singan. Mr. W.  
G. Ramsay, from reserve, has  
gone second engineer, Yingchow.  
Mr. A. F. Johnson, supernumery  
second officer Choyang, has gone  
second officer, Koonshing. Mr. E.  
R. Huntington, second officer,  
Koonshing, has gone super-  
numery second officer, Choy-  
sang. Mr. W. Moore, super-  
numery second officer, Tuckwo,  
has resigned. Mr. A. McEwen  
from leave, has gone chief  
engineer, Tuckwo. Mr. L. Mc-  
Williams, acting chief engineer,  
Tuckwo, is on reserve. Mr. L.  
Grohe, second officer, Hsingfung,  
has gone chief officer, same ship.  
Mr. C. Monk, from reserve, has  
gone second officer, Hsingkung.  
Mr. P. E. Anderson, second  
officer, Hsingkung, has gone chief  
officer, Kungping. Shipping and  
Engineering.

## SHIPPING.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

|                            |               |                      |
|----------------------------|---------------|----------------------|
| SEBATTIK, SAMARANG & TEGAL | Taikoo Wan Yi | 11th Oct. at 3 p.m.  |
| SHANGHAI & TSINGTAO        | Teian         | 11th Oct. at 4 p.m.  |
| SWATOW & BANGKOK           | Chusan        | 14th Oct. at 10 a.m. |
| SHANGHAI                   | Silyang       | 14th Oct. at noon.   |

|                                        |         |                       |
|----------------------------------------|---------|-----------------------|
| WEIHAIWEI, CHEFOO, NEWCHWANG & TIENSIN | Huichow | 14th Oct. at 3 p.m.   |
| SHANGHAI                               | Paoting | 15th Oct. at d'light. |
| MANILA, CEBU & ILOILO                  | Shikang | 16th Oct. at noon.    |
| Tamias                                 |         | 21st Oct. at 3 p.m.   |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.  
Excellent Saloon accommodation amidst Electric Light and  
Fans in Saloon and State-rooms. Regular scheduled service between  
Canton, Hongkong and Shanghai (thrice weekly) and Tsin'ao  
weekly, taking Cargo on through Bills of Lading to all Yangtze  
and Northern China Ports. Passengers are landed in Shanghai,  
avoiding the inconvenience of transshipment at Woosung.BANGKOK LINE.—Weekly service to and from Bangkok via  
Swatow.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE, Agents.

Telephone No. 36. Hongkong Oct. 10, 1919.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

| Steamer   | From  | Expected on<br>or about | Will leave on<br>or about | For      |
|-----------|-------|-------------------------|---------------------------|----------|
| Tibodas   | Japan | 17th Oct.               | 19th Oct.                 | Java     |
| Tikini    | Java  | 22nd Oct.               | 23rd Oct.                 | Shanghai |
| Tilmanook | Java  | 25th Oct.               | 6th Nov.                  | Java     |
| Tilivong  | Java  | 26th Oct.               | 2nd Nov.                  | Japan    |

The steamers are all fitted throughout with electric light and  
have accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon. Cargo taken at  
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Building.

Telephone No. 1574.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having  
good accommodation for First Class Passengers. Electric Light and  
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

| Steamships. | Captain.      | Leaving.                   |
|-------------|---------------|----------------------------|
| Guinebaug   | Medina        | TUES., 14th Oct. at noon.  |
| Haihong     | J. W. Evans   | FRI., 17th Oct. at 1 p.m.  |
| Haitan      | A. H. Stewart | TUES., 21st Oct. at 1 p.m. |

Arrivals and Departures from the Company's Wharf (near  
Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

| For                       | Steamship                                                                                                 | On                           |
|---------------------------|-----------------------------------------------------------------------------------------------------------|------------------------------|
| SHANGHAI via Swatow       | Hangsang                                                                                                  | Tues., 14th Oct. at d'light. |
| SHANGHAI                  | Choysang                                                                                                  | Thur., 16th Oct. at d'light. |
| STRAITS & Calcutta        | Laisang                                                                                                   | Thur., 16th Oct. at 3 p.m.   |
| KOBE                      | Fooksang                                                                                                  | Fri., 17th Oct. at d'light.  |
| MANILA                    | Loongsang                                                                                                 | Fri., 17th Oct. at d'light.  |
| TIENSIN via W'wei & C'foo | Cheongsing                                                                                                | Sat., 18th Oct. at 3 p.m.    |
| MANILA                    | Yuensang                                                                                                  | Sat., 24th Oct. at d'light.  |
| CALCUTTA LINE:            | The Line has now been re-organized and affords regular sailings to Calcutta,<br>via Singapore and Penang. |                              |

Steamers from Calcutta proceed via Straits and Hongkong to Japan, occasionally  
calling at Shanghai.At Swatow have excellent passenger accommodation, are fitted with Electric Light and  
Fans and carry a fully qualified Surgeon.SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes  
calling at Swatow. Steamers on this line have a limited amount of passenger accommo-  
dation, and through tickets can be obtained for Northern and Southern Ports via Shanghai.  
Through Bills of Lading are issued to all Northern and Southern Ports.MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-  
modation, sailing from both ports every Friday.HAIKONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hailow when  
movement offers.BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer, leaving up to  
date 22nd Oct. at 10 a.m. for Sandakan.Cargo taken on through Bills of Lading for Kankai, Jassien, Labuan, Tawau and Lahad Datar  
Tientsin LINE.—A regular service is run from March to October between Hongkong and Tientsin  
calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlements,  
are required to produce on arrival at destination passports  
with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON &amp; CO., LTD.

General Managers.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM

HONGKONG TO AUSTRALIAN PORTS.

| Steamers     | For                                  | Date of arrival | Date and Time of departure |
|--------------|--------------------------------------|-----------------|----------------------------|
| "ST. ALBANS" | Melbourne, via Queens-<br>land Ports | 13th Oct.       | Early Nov.                 |
| " "          | for Kobe direct                      | 13th Oct.       | 15th Oct.                  |

The above steamers have excellent accommodation for First and Second Saloon  
Passengers, having been built expressly for Tropical Voyages, and are complete with  
every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and Further Particulars Apply To

GIBB, LIVINGSTON &amp; CO.,

AGENTS.

## CP OS

## SAILINGS

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe &amp; Yokohama)

FROM DUE

STEAMERS HONGKONG VANCOUVER.

Empress of Russia Oct. 30 Nov. 17

Empress of Japan Nov. 5 Nov. 26

Empress of Asia Nov. 27 Dec. 15

Monteagle Dec. 19 Jan. 12

Empress of Russia Dec. 25 Jan. 12

Empress of Japan Dec. 31 Jan. 21

Empress of Asia Jan. 22 Feb. 9

Passage for a Hongkong to United Kingdom.

Express of Russia 1000 Tons Reg. Gold 1000 Tons Reg. Gold

Express of Asia 553.00 Monthly 553.00 Monthly

Express of Japan 553.00 Monthly 553.00 Monthly

Express of Russia 553.00 Monthly 553.00 Monthly

Express of Japan 553.00 Monthly 553.00 Monthly

Express of Asia 553.00 Monthly 553.00 Monthly

Express of Russia 553.00 Monthly 553.00 Monthly

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Express of Japan 553.00 Monthly 553.00 Monthly

Express of Asia 553.00 Monthly 553.00 Monthly

Express of Russia 553.00 Monthly 553.00 Monthly

Express of Japan 553.00 Monthly 553.00 Monthly



## SHIPPING.

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
**LONDON & ANTWERP**—Monthly direct service via Singapore and Port Said.  
 "CELESTES MARU" ... Thursday, 30th Oct.  
 "ALPS MARU" ... End of November.

**CENOA & BOMBAY**—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

**BUENOS AIRES**—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.  
 "SEATTLE MARU" ... Middle of November.

**BOMBAY & COLOMBO**—Regular fortnightly service via S'pore.  
 "INDUS MARU" ... Wednesday, 22nd Oct.  
 "SAIGON MARU" ... Beginning of November.

**SAIGON, BANGKOK & SINGAPORE**—Regular Monthly Service.  
 "SHISEN MARU" ... Saturday, 1st Nov.

**SYDNEY & MELBOURNE**—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.  
 "MADRAS MARU" ... Middle of November.

**VICTORIA & VANCOUVER**—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.  
 "MANILA MARU" ... Wednesday, 15th Oct.  
 "AFRICA MARU" ... Thursday, 13th Nov.

**KEELUNG via SWATOW & AMOY**—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.  
 "AMAKUSA MARU" ... Tuesday, 14th Oct.

**TAKAO via SWATOW & AMOY.**  
 "SOSHU MARU" ... Sunday, 12th Oct.

**JAPAN PORTS**—Moji, Kobe, Yokkaichi & Yokohama.  
 "INDO MARU" ... Tuesday, 14th Oct.

For sailing dates and further particulars please apply to—  
 Y. YASUDA,  
 Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

## Y. K. K.

YAMASHITA KISEN KAISHA.  
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR  
 FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

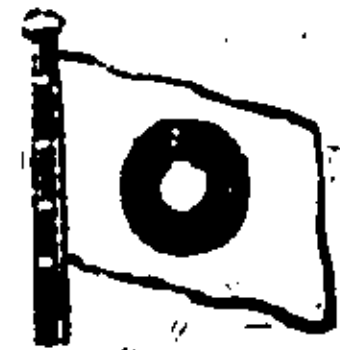
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 141 & 151.

Top Floor, King's Building.



## KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

YOKO, OSAKA, LONDON, NEW YORK, BOMBAY, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, SANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe)

"ICORUM" ... About October 22nd.  
 "SEATTLE SPIRIT" ... October 25th.  
 "WHEATLAND" ... November 1st.  
 "ENDICOTT" ... November 30th.  
 "CREVECOEUR" ... December 20th.

For PORTLAND direct.

(Calling at Shanghai and Kobe)

"HARTLAND" ... November 14th.  
 "WISMAHA" ... November 30th.  
 "MONTAGUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions.

## SHIPPING.

## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

via MANILA & SHANGHAI

STEAMER

"GRACE DOLLAR"...

SAILING DATE

1st half Dec.

FOR SAN FRANCISCO U.S.S. B.B.

"WEST HARTS"...

25th October.

"STANLEY DOLLAR"...

31st October.

"WEST HEPBURN"...

15th November.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to:—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

Lloyd Triestino

## S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.  
 about end November.

S.S. PERSIA. S.S. AFRICA.

For freight or passage apply to

DODWELL & CO., LTD.

Agents.

## NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Canadian Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Eurymedon"...

via Panama

16th Oct.

"Eurybates"...

via Panama

7th Nov.

"Eurylochus"...

via Panama

20th Nov.

"City of Newcastle"...

via Suez

30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
 Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.  
 HONGKONG & CANTON REISS & CO CANTON.

## JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

York Buildings.

Telephone No. 1574.

## AMERICAN ASIATIC S.S. CO.

## S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about 1st December.

For freight and further particulars, apply to

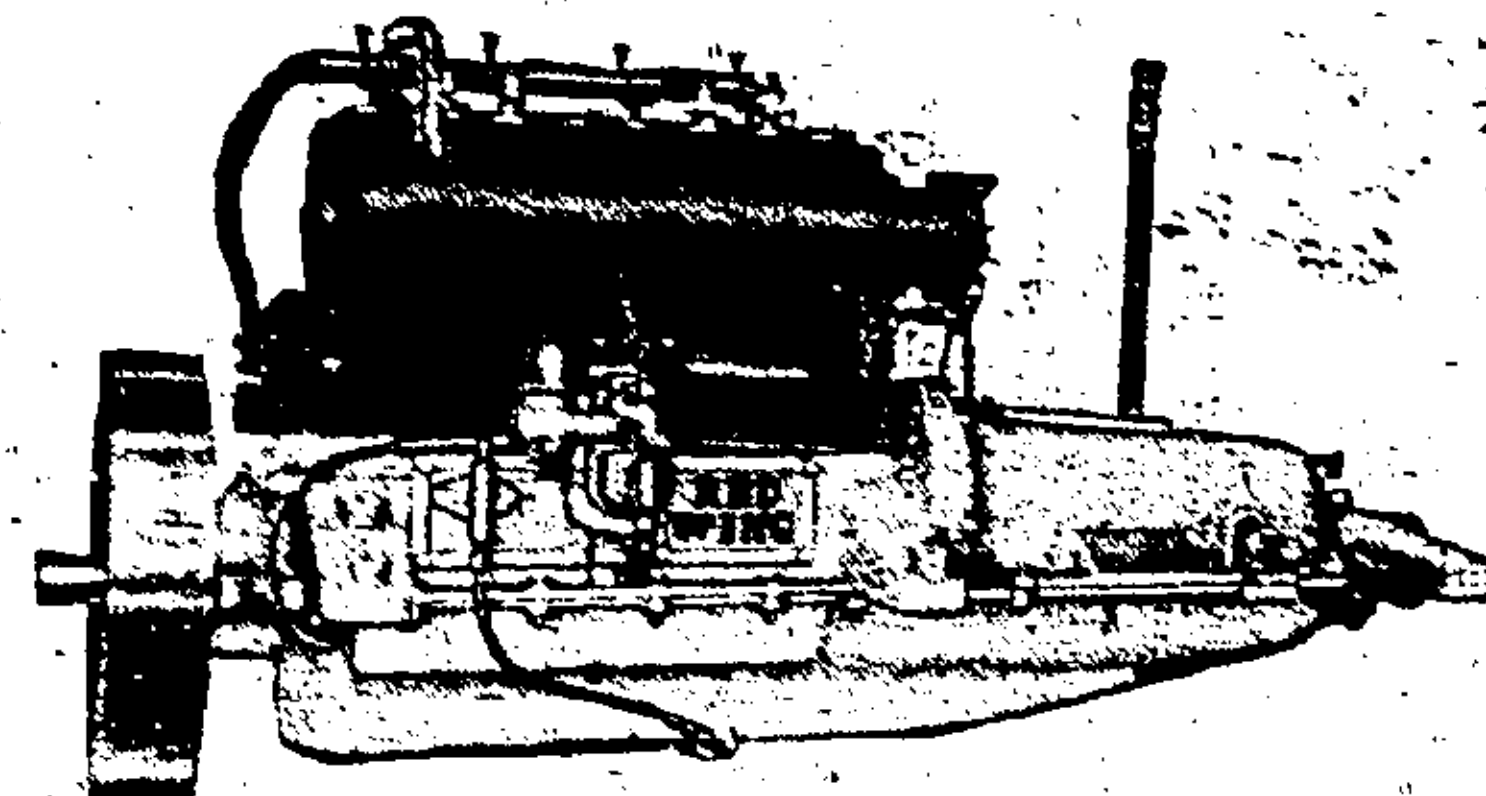
SHEWAN TOMES & CO.

Agents.

## NOTICES.

## RED WING THOROBRED

THE MARINE MOTOR WITH POWER TO SPARE



## GENERAL DESCRIPTION

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinements, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such feature as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.  
 4 MODELS IN STOCK—14 TO 40 HORSE POWER

## SHEWAN TOMES &amp; CO.

MOTOR DEPARTMENT.

Garage No 7 Russell St.

Phone 659.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Wadato, from Tokio.

Manyuewing, from Amoy.

Ibarahyaksuke, c/o Japanese Consulate, from Osaka.

4102, 6671, Pakkat, from Kobe.

Abekobei, from Kobe.

Cheungnuig, Pottinger Street, from Shanghai.

Kusanglee, from Shanghai.

Nagase, from Osaka.

Robert Carter, St. Georges Hotel, from Kobe.

Cheechiang Hoshun, West Street, from Shanghai.

Fukuwayu, from Kobe.

Onlec, from Kobe.

Townsend, from Kobe.

Chongwa Tea Club, from Amoy.

Wongfongvic, Taionchan Hotel, from Chefoo.

Bungalow, from Yokohama.

265, from Shanghai.

4149, 2435, 1377, Poon Taw Yin, Asia Hotel, from Shanghai.

Lan Sin Chuen, 7 Des Voeux Road West, from Kobe.

Kahing, from Amoy.

## CONSIGNEES.

## NOTICE TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.

From NEW YORK.

The Steamship

"MINERIC"

having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence delivery may be obtained.

Not claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 17th October will be subject to rent.

All claims against the Steamer must be presented to the Under-Signed on or before the 24th Oct. 1919, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined 16th October, at 9 a.m.

No Fire insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 9th Oct. 1919.

Yungshingluck, from Shanghai.

Hengsoonseng from Kobe.

T. KRING,

Superintendent,

Hongkong, Oct. 10, 1919.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Allitradia, from London.

Duab, from Pait.

Hammond, 18th Infantry, from Surbion.

Louise Lacroix, Aster House, from Hsiphong.

Nuttall, from Rangangura.

Pirij, from Batavia.

Piresha, from Bombay.

Villela, from New York.

Wright, Care Awlik, from Calcutta.

D. de H. FARRANT,

Superintendent.

Hongkong, Oct. 9, 1919.

## THE BRITISH ANTI-FOULING COMPOSITION AND PAINT COMPANY, LTD.

HONGKONG:

TORPEDO

BRADLEY & Co. Ltd.

Registered Trade Mark.

HONGKONG:

THE BANK LINE, LTD.

Anti-Corrosive and Anti-Fouling Compositions

All manufactured at the Company's Works, BARKING, ESEK.

CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.

And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull, Southampton, Dunkirk.

NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY  
 OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

TEL. ADDRESS: "TAIKOODOCK" HONGKONG.

TELEPHONE No. 212.

CALL TIME: "C" OVER P.A.S. PENHANT.

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.



## NAVAL OUTING.

PRESENTATION TO REV.  
F. G. B. HASTINGS.

Through the instrumentality of the Chaplain of H. M. S. Tamar, Rev. F. G. B. Hastings, assisted financially by a few of his Hongkong friends, another very successful outing for a Naval party from the Tamar took place this week, Canton being visited.

The party, accompanied by the Chaplain, left Hongkong by s.s. Kinshan at 10 a.m. Wednesday, and after a delightful moonlight trip arrived at Canton 6.50 a.m. next day. Disembarking about 6.50 a.m. the party was met on the quay by a guide who led the way to the Victoria Hotel, Sham-keen, where a glorious breakfast was awaiting. This repast completed, the party was taken around the ancient city in chairs, escorted by guides, alighting at various places of interest to inspect and to hear from the guides all information about these places, their history etc.

Several workshops were visited where articles of many descriptions were seen in the actual process of manufacture by the Chinese workmen. This tour was not only interesting but very educational, and on its completion the party adjourned to the Victoria Hotel where an excellent tiffin was served and which was thoroughly enjoyed, thanks to the Proprietor Mr. Farmer, and his able Manager Mr. Eyles, who saw that nothing was lacking in the way of food or comfort for the Naval party as well as keeping up their reputation with regard to the residents and other visitors at the Hotel.

After tiffin a photograph of the party was taken and then a dispersal took place for a ramble around on one's own to see any other portion of Canton that had been omitted in the forenoon. (1) Sham-keen was visited, (2) Sun Co., from the top of which a most magnificent panorama of the city could be viewed, (3) The water front with its vast concourse of boats and families. The return journey was commenced at 5 p.m., another fine moonlight trip being enjoyed. Dinner was partaken of on board, which proved beneficial, substantial and was well served.

During dinner Master at Arms Beal rose and thanked the Chaplain on behalf of the Naval ratings for the many outings, whistdrives etc. that he (the Chaplain) had organised for their enjoyment, and assured him that such organisations had not been in vain. They were all appreciated to the full and much benefit had been obtained by the men from them. No Chaplain could have worked harder or more untriflingly for the welfare of the men and they hoped that his successor would be of a similar disposition.

The Chaplain's health was then drunk and the good old song "For he's a jolly good fellow" sung quite heartily, with three cheers at the conclusion.

The Chaplain in reply thanked M. A. A. Beal for the kind remarks and appreciation and said that he was glad to learn his efforts towards the enjoyment for the men had not been in vain and was pleased to accompany them on any of the picnics when possible; he always enjoyed them. He was sorry to remark that very probably he would be leaving shortly but he would carry away pleasant memories of Hongkong Naval outings.

M. A. A. Beal then asked the Chaplain to convey on behalf of the men who had participated in the various outings their grateful thanks to his friends, who had always been eager to assist him.

He was sorry to remark that very probably he would be leaving shortly but he would carry away pleasant memories of Hongkong Naval outings.

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## CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, HONGKONG.—17th Sunday after Trinity, 12th Oct. 1919. Holy Communion (7.50 a.m.) Introit Psalm 122. Service: Merbecke and Adlam. Hymns: 197, 319, 324. Nunc Dimittis: Felton. Matins (11 a.m.) Responses: Ferial. Venite: Burrows. Psalm: Jones and Camidge. Te Deum: Woodward, Smart and Turle. Benedictus: Langdon. Hymns: 247, 257. God Save the King. N.B.—Psalm 62, verses 1, 2 and 8 in unison. Psalm 63, verses 1, 2 and 12 in unison. Hymn 247, verse 2 in unison. Litany (12 noon.) Evensong (6 p.m.) Responses: Ferial. Psalms: Garrett and Tomlinson. Middle Voluntary: Legende—Guilmont. Magnificat: King (19th morning). Nunc Dimittis: Barnby (26th evening.) Hymns: 531, 264, 550. Voluntary: Choral Prelude: "O men, bewail"—Bach. N.B.—Psalm 65, verses 5, 6 and 12 in unison. Psalm 66, verses 1, 3, 7 and 18 in unison. Hymn 531, verse 4 in unison. Hymn 550, verse 5 in unison.

ST. ANDREW'S CHURCH, KOWLOON.—12th October, 1919.—17th Sunday after Trinity. Holy Communion at Mid-day. Morning Prayer 11 a.m. Opening Voluntary—Responses: Ferial. Venite: Burrows. Psalm: Of the 12th Morning:—LXXII.—Jones. LXXIII.—Camidge. Te Deum: Woodward, Smart and Turle. Benedictus: Barnby. Kyrie: Mendelssohn. Hymns: 382, 324 (2nd Tune), 298 (A. & M. 2nd Tune), 433, 180. Evening Prayer 6 p.m. Opening Voluntary—"Traumerel"—Schumann. Responses: Ferial. Psalms: Of the 12th Evening:—LXV.—Garrett, LXXVII.—Wesley, (omitting the second psalm). Magnificat: Barnby in D.—18th Morning. Nunc Dimittis: Rimbault.—24th Morning. Hymns: 361, 186, 318, 19. Vesper Hymn. Concluding Voluntary. N.B.—Choir Practice next Friday at 6.00 p.m.

UNION CHURCH KENNEDY ROAD.—Morning Services Oct. 12th. Morning 11 a.m. Hymns: 379, 555, 463, 625. Subject: The Church in Paganism. Evening 6 p.m. Hymns: 169, 11, 332, 111. Preacher: Rev. J. Kirk Macdonald.

ST. PETER'S CHURCH, WEST POINT.—Sunday, Oct. 12th 1919. 8 a.m. Holy Communion 11 a.m. Morning Prayer, and Sermon. Preacher: Rev. G. T. Waldegrave.

PEAK CHURCH.—Holy Communion at 8.15 a.m. THE GOSPEL HALL, (No. 10 and 12 Pedder Street). Weekly Services:—Sunday. Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday. Exposition of Scripture, 8 p.m. Thursday. Bible Class, 8 p.m. Friday. Bible Class for Ladies, 5.30 p.m. Saturday. Prayer Meeting, 8 p.m.

ROMAN CATHOLIC CATHEDRAL GLEBE.—Low Masses, at 6, 7, and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

WESLEYAN METHODIST CHURCH WANCHAI.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6 p.m. SOLDIERS' AND SAILORS' HOME ARSENAL STREET.—Sunday Evening. Gospel Services 8 p.m.

ST. JOSEPH'S CHURCH, GARDEN ROAD.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

FIRST CHURCH OF CHRIST SCIENTIST.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

## IMPORTS &amp; EXPORTS.

A notification issued from the Imports and Exports Department says that any permit may be refused by the Superintendent in his absolute discretion. The Superintendent may impose any condition on the granting of any Permit (Section 5 of the Ordinance).

All Black Lists are now abolished. Prohibited Export Lists abolished except for remaining United Kingdom Prohibitions. Goods may be consigned to any country "To Order". The exportation of certain goods is prohibited. The Gazette gives details on this point.

the services rendered in connection with the various organisations were very small when compared with the beautiful present; but he accepted it with great gratitude and would treasure it highly. Hongkong was reached a little after midnight, the trip being justly styled "One of the best." Contributed.

## NEW ADVERTISEMENTS.

COMING SOON!  
EDGAR WARWICK'S  
VANITY FAIRTHEATRE ROYAL.  
Saturday Oct. 11th at 9.15"EMPIRE ENTERTAINERS"  
Vaudeville Co.

Direct from America

One Night only.

Prices \$3, \$2, &amp; \$1.

Booking at MOUTRIE'S.

G. R.

## NOTICE.

## MAGISTRACY.

NOTICE is hereby given that a meeting of the Licensing Board will be held in the Council Chamber on Friday, the 7th day of November, 1919, at 12.15 p.m. for the purpose of considering applications for Publicans Licences, Restaurant Adjunct Licences and Hotel Keepers' Adjunct Licences for the year 1919-1920, under the Liquors Consolidation Ordinance, 1911.

Forms of applications may be obtained at the Magistracy. All applications must be forwarded to the Magistracy on or before Wednesday, the 22nd day of October, 1919, and must be accompanied by a deposit of Eight Dollars.

Applicants for transfers or new licences, and persons objecting to such applications, must appear in person. G. A. WOODCOCK, Secretary to the Licensing Board, Hongkong, 10th October, 1919.

## NOTICE.

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## BANK HOLIDAY.

NOTICE is hereby given that all FIRE INSURANCE Offices will be closed for the transaction of Public Business on Monday, the 13th October, 1919.

By Order, LOWE, BINGHAM & MATTHEWS, Secretaries, Hongkong, 11th October, 1919.

## NOTICE.

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

## BANK HOLIDAY.

NOTICE is hereby given that all MARINE INSURANCE Offices will be closed for the transaction of Public Business on Monday, the 13th October, 1919.

By Order, LOWE, BINGHAM & MATTHEWS, Secretaries, Hongkong, 11th October, 1919.

## NOTICE.

## HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE LANGUAGE SCHOOL.

A Beginners' Class will be started on Monday, 13th October at 5.15 p.m. at the New School, junction of Zetland Street and Lee-House Street (Masonic Hall Premises).

Intending students are requested to send in their names to the undersigned for enrolment. By Order, E. A. M. WILLIAMS, Secretary, Hongkong, 29th September, 1919.

G. R.

## NOTICE.

It is hereby notified that, on and after Monday, the 13th inst., the new Coastal Road from Tsing Wan to Castle Peak Bay will be open for traffic.

W. CHATHAM, Director of Public Works, Public Works Department, Hongkong, 10th October, 1919.

## NOTICE.

## BOXING.

By permission of the Chaplain, boxing, ball-punching, &c., will be taught by the well-known boxer, "Kid" Marriott, at the Seamen's Institute, 21, Praya East, Wanchai, twice a week, on Tuesdays and Fridays, from 5.45-7.15 p.m. Special lessons by arrangement. Will any who wish to have lessons please apply to the Manager, Mr. R.W. Bristow. Terms by arrangement. Telephone 2874.

## NOTICE.

## MINISTERING CHILDREN'S LEAGUE.

Sale of work in aid of Charities for Children to be held in the grounds at Government House by kind permission of His Excellency the Governor on Saturday, October 18th, from 2 to 7 p.m.

Entrance only at the Garden Gate in Upper Albert Road. Price of Admission—Adults 30 cents. Children 10 cents.

Sale of Plain and Fancy Work. Gentlemen's Golf Jerseys and Stockings a speciality.

Dollar Stall with Prizes. Fortune Teller. Side Shows.

TEA GARDEN. Variety Entertainment at 5 o'clock. Prices moderate—No Chits.

## NOTICE.

## BUNKER COAL

Sillimpon (Sabbatik) Coal. The only British Coal on the Hongkong Market.

This Coal is imported direct from the Mines in British North Borneo. It is a high class Steam Coal, very economical, and equal to Best Japanese Lump. It is easy burning, of high calorific value, and equally suitable for Marine or Land Boilers.

Prices on application to BRADLEY & CO., LTD. Sole Agents, The Cowie Harbour Coal Co., Ltd.

G. R.

## NOTICE.

## IMPORTS &amp; EXPORTS OFFICE

## PUBLIC HOLIDAY.

This Department will be open for all purposes till noon on Monday the 13th October. Licensed Warehouses will be entirely closed on that day.

Hongkong, 8th October, 1919.

## NOTICE.

## TO BE SOLD

The Valuable Leasehold Property, Known as Inland Lots Nos. 1247 & 1262 Victoria Hongkong together with the Messuages, Erections and Buildings thereon.

Inland Lot No. 1247 contains a total area of about 38,952 square feet. Inland Lot No. 1262 contains a total area of about 33,348 square feet.

Inland Lot No. 1247 is held for the residue of a term of 999 years having about 935 years unexpired and Inland Lot No. 1262 is also held for the residue of a term of 999 years also having about 935 years unexpired.

The purchaser will buy the Lots subject to a Lease for 5 years from the First day of October 1916 at rent of \$6,550 per calendar month. The vendors will, if the purchaser desires, give twelve months' notice to determine this Lease in accordance with the terms of such Lease.

The purchaser will also buy the above properties subject to a Mortgage for \$167,000 with interest at 8% per annum repayable on the 6th June 1920.

The above mentioned Lease and Mortgage can be inspected at the offices of the undersigned Messrs. Deacon, Looker, Deacon & Harston.

Purchasers desiring to purchase the above properties must send in sealed Tenders to the undersigned Messrs. Deacon, Looker, Deacon & Harston before noon on Friday the 31st day of October 1919 at which time all Tenders will be opened and the properties deemed to be sold to the Tenderer whose Tender shall be approved of and accepted by the undersigned Messrs. Deacon, Looker, Deacon & Harston on behalf of the vendors whose agents Messrs. Deacon, Looker, Deacon & Harston reserve the right to accept such Tender as they please. No Tender will be considered if it is not as much as or more than the reserve price. The reserve price will be fixed by Messrs. Deacon, Looker, Deacon & Harston prior to the opening of the sealed Tenders but they shall be under no liability to disclose same.

The Tenderer whose Tender is accepted as aforesaid shall forthwith enter into and sign a Contract for the purchase of the property in the form already prepared by the undersigned Messrs. Deacon, Looker, Deacon & Harston which can be inspected at their office at any time during the usual business hours.

The Tenderer whose Tender is accepted as aforesaid shall also forthwith pay to the undersigned Messrs. Deacon, Looker, Deacon & Harston ten per cent of the purchase price as a deposit in accordance with and subject to the terms of the aforesaid Contract.

Dated the 6th day of October, 1919.

DEACON, LOOKER, DEACON & HARSTON, 1, Des Vœux Road Central, Victoria, Hongkong. Solicitors for the Vendors.

## NOTICE.

## SUBSCRIPTION GRIFFINS FOR THE SEASON 1919-1920

The lists in connection with the above are now posted at the Race Course at the Hongkong Club. Cost Per Pony Hongkong \$300.—c.i.f.

The lists will positively close on Saturday, the 29th November, 1919.

By Order, G. W. GEGG, Acting Clerk of the Course, Hongkong, 8th October, 1919.

G. R.

## NOTICE.

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE, C. S. P. Hongkong, 5th September 1919.

## NOTICE.

## BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public business on Monday, the 13th inst.

## NOTICE.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

THE THIRTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine Matheson & Co., Ltd., Des Vœux Road, Hongkong, on Friday 17th October at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 11th October to the 31st October both days inclusive.

By Order of the Board, JARDINE, MATHESON & CO., LTD. General Managers, Hongkong, 2nd October, 1919.

## NOTICE.

## A. S. WATSON &amp; CO., LTD.

NOTICE is hereby given that an Extraordinary General Meeting of A. S. Watson & Co., Ltd. will be held at the Hongkong Hotel on Monday, the 20th day of October, 1919, at noon, for the purpose of considering, and if thought fit, approving, the draft new Articles which will be submitted to the Meeting. A copy of such Articles and a copy of the existing Articles may be seen at the offices of the General Managers in Alexandra Buildings, Des Vœux Road Central, Victoria, Hongkong. In such copy the portions of the proposed new Articles which differ from the old Articles are indicated by underlining in black ink.

Should the Meeting approve of such Articles with or without modification, the proposed Extraordinary Resolution will be proposed.

That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a second Extraordinary General Meeting which will be subsequently convened.

JOHN D. HUMPHREY & SON, General Managers, Hongkong, 9th October, 1919.

## THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Vœux Road Ck. Hankow Branch: Panoff Building.

## FOR THE YEAR TO COME

Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by

OPENING A SAVINGS ACCOUNT WITH US.

11 to start. SYSTEMATICALLY it will grow to THOUSANDS.

## NOTICE.

## THE DAIRY FARM ICE &amp; COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS. The Twenty-third Ordinary Annual Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday 11th day of October 1919 at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1919.

The Transfer Books of the Company will be closed from 1st to 11th October 1919 both days inclusive.

By Order, M. MANUK, Secretary, Hongkong, 22nd September, 1919.

## DANCING.

## PALACE HOTEL, KOWLOON.

A dance will be held at above Hotel on Saturday 11th October, Band of s.s. Nile will play at dinner from 7.30 p.m. Tables can be ordered by Phone K 3, \$1.25 per head. Try our dinner and criticise.

Dancing at 9 p.m. J. H. OXBERRY, Proprietor.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 15th Oct. 1919,

commencing at 11 a.m. at his Sales Rooms, Duddell Street

A Quantity of Gent's & Lady's Brown & Black Boots & Shoes also

An Assortment of Woollen & Tweed Suit Lengths On view from Tuesday, the 14th inst.

Terms Cash on delivery Geo. P. LAMBERT Auctioneer.

## EXCHANGE.

## SELLING

|                              |             |
|------------------------------|-------------|
| T/T                          | 4 1/2       |
| Demand                       | 4 1/2 11/16 |
| 30 d/s                       | 4 1/2 13/16 |
| 60 d/s                       | 4 1/2 15/16 |
| 4 m/s                        | 4 3/4 1/16  |
| T/T Shanghai                 | Nom.        |
| T/T Singapore                | 178 1/4     |
| T/T Japan                    | 173 1/4     |
| T/T India                    | 207         |
| Demand, India                | 207         |
| T/T San Francisco & New York | 88 1/4      |
| T/T Java                     | 224 1/4     |
| T/T Marks                    | Nom.        |
| T/T France                   | 740         |
| Demand, Paris                | 740         |

## BUYING

|                                  |           |
|----------------------------------|-----------|
| 4 m/s. L/C                       | 4 3/8     |
| 4 m/s. D/C                       | 4 1/4     |
| 6 m/s. L/C                       | 4 1/4     |
| 30 d/s. Sydney and Melbourne     | 4 1/4     |
| 30 d/s. San Francisco & New York | 89 1/4    |
| 4 m/s. Marks                     | Nom.      |
| 4 m/s. France                    | 760       |
| 6 m/s. France                    | 768       |
| Demand, Germany                  | 768       |
| Demand, New York                 | 89 1/4    |
| T/T Bombay                       | Nom.      |
| Demand, Bombay                   | Nom.      |
| T/T Calcutta                     | Nom.      |
| Demand, Calcutta                 | 185       |
| Demand, Manila                   | 185       |
| Demand, Singapore                | 178 1/4   |
| On Haiphong                      | Nom.      |
| On Bangkok                       | Nom.      |
| Sovereign                        | 4.70 Nom. |
| Gold leaf per Tael               | 33.20     |
| Bar Silver per oz                | 62 3/4    |
| forward                          | 62 1/4    |

## SUBSIDIARY COINS.

## DISCOUNT PER \$100:

|                    |             |
|--------------------|-------------|
| H'kong 50 cts sub. | \$1 1/2 pm. |
| " 10 "             | \$2 1/2 pm. |
| " 5 "              | \$3 1/2 pm. |
| C. coins           | \$4 1/2 pm. |

## COTTAGES AT £275 EACH.

The Kent County Council has received an estimate for the erection of four six-roomed cottages for the married staff of the County Industrial School. The estimate of the cost of erection is £3,500, there being no charge for the site, as it was proposed to build on the Council's own land.



## NOTICES.

## LA FAVORITE

LATEST PARISIAN CREATIONS

EVENING DRESSES, AFTERNOON  
GOWNS, SMART COSTUMES &  
SPORTING APPAREL.

LA FAVORITE

9 Beaconsfield Arcade.

## EVERY DROP OF

Brandy is unequalled as a pleasant whole-some stimulating  
Tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere.

Sole Agents,

H. RUTTONJEE &amp; SON.

Wine &amp; Spirit Merchants.

10, Queen's Road, Central,  
HONGKONG.

## COMPANY MEETING.

THE HONGKONG DAIRY  
FARM, ICE AND COLD  
STORAGE CO., LTD.

The twenty-third ordinary annual meeting of the Hongkong Dairy Farm, Ice and Cold Storage Company was held at the Company's offices to-day at noon. Mr. J. Scott-Harston presided and there were also present the Rev. Father, Robert, Messrs. F. Maitland, and W. S. Brown (Directors), E. Walker (Manager), W. M. Marmak (Secretary), T. Oliphant, C. Makeham, W. E. L. Shenton, A. Beattie, J. F. Grose and Chan a Tong (shareholders).

After the notice convening the meeting had been read, the Chairman said: Gentlemen.—As the report and statement of accounts, together with the Auditor's Report, have been in your hands for some days, I will, with your permission, adopt the usual course and treat the same as read.

You will notice that the accounts include those concerning the working of the Ice and Cold Storage Department, which were last year submitted in a separate report.

Your Directors regret that the result of the year's working, though by no means unsatisfactory, is not so good as that of the preceding year—a state of affairs which is due to various causes over which the Company has had no control. Running expenses and cost of cattle food have increased to the extent of 50 per cent. to 100 per cent. during the past three years, and are still rising; in addition, the prime cost of imported cattle food advanced during last year, some 25 per cent. to 30 per cent., whereas the Company's prices for its various commodities have remained unaltered since the commencement of 1915—the price of the Company's fresh milk having remained the same for a period of over 15 years. The Company's present prices compared with its pre-war prices show an increase averaging 15% to 20%, while food of every description in England has increased 100% to 150% at least. In Australia, wholesale prices during the like period have advanced 25% to 30%, and, according to the latest reports, it is anticipated that in 1920, prices for food in Australia will be higher than ever. The situation of the Company with regard to dairy cattle is even more acute. Dairy cattle, whereof the cost per head landed in Hongkong was (before the war) £50 to £60, cannot now be imported at under £150 per head; while dairy utensils of every description have advanced in price to the extent of 300%, and, even at that rate, are extremely

difficult to obtain. I may add, that I understand, America is experiencing a shortage of meat, and is in consequence importing cattle from Mexico. With the foregoing facts before you, the reasons for the Company earning decreased profits, in spite of its increased turnover, become quite obvious.

In the past, the dairy business which was the original and, for some years, the only business of the Company, was of the greatest assistance in nursing other branches of the Company's business; until these latter were placed on a paying basis, but that very business would, this year, have shown a loss, save for the fact that (thanks to your Manager's careful selection and care) the average milk yield of the Company's herd has shown considerable improvement, and thus enabled that department to show a profit. You will be glad to know that many of the black and white cattle on our farms are descended from the same family as the famous bull which, at a private sale recently, realised a price of £20,000. Recognising the necessity for supplying the public with fresh milk, at as low a figure as possible, and in order to refrain from causing any hardship to classes with moderate means, your Directors, though realising the almost imperative necessity for a contrary policy—refrained, during the past year, from raising the price of milk, but the time is rapidly approaching when your Directors may be compelled to raise the price of that commodity in order to obtain an adequate return on invested capital.

It will no doubt be of interest to you to know that our profit on our turnover is only about 13½%, and that on our invested capital, less than 6%, which puts your

Directors feel confident is very considerably lower than the profit made by many other retailers in the Colony who in the majority of cases handle less perishable goods than those handled by this Company. It is solely due to this Company's large turnover that your Directors are able to recommend the dividend they have done. The above figures conclusively show that this Company at least cannot be called a profiteering one. I would like to mention at this juncture, that, while Chinese retailers and others in the Colony have been allowed to regulate their prices as they pleased, this Company has been unduly handicapped by the system of control exercised by the Food Committee, which, in its effect, has caused adverse discrimination against this Company in regard to its prices. The Company has often sold at a cheaper rate than could be obtained in the Chinese market, and has continued the sale of such articles at a loss rather than disappoint its customers.

You will observe from the accounts that, during the past year, we have spent \$45,833.21 on Repairs and Renewal. Out of this amount \$26,752.02 was spent on repairs to the old Hongkong Ice Company's launches, machinery and buildings, which when taken over by this Company, were found to be in a deplorable state of neglect. It will, I understand, be necessary to spend further large sums in order to put the Ice Works into good running condition, so as to enable them to meet the growing demand; and we contemplate the addition of new and up-to-date ice plant, and the scrapping of obsolete machinery which has stood for years doing nothing beyond rusting.

By the untimely death of Dr. Macfarlane, the Government Bacteriologist, this Company and also the Colony have suffered a serious loss in their deprivation of the services and assistance of a very valuable Government servant. I cannot speak too highly of the services which Dr. Macfarlane, along with Mr. Gibson, rendered to this Company, but I may say that it is very largely owing to those services that your Company's cattle are in that excellent state of health which they enjoy to-day. Dr. Macfarlane was one of those men to whom nothing is too much trouble; painstaking to a degree, he found no detail too small for his attention, and you may well understand therefore what a tower of strength he was to the Company. On behalf of the Company, your Directors take this opportunity of conveying to Mrs. Macfarlane their sincere condolences with her in her sad loss, and at the same time placing on record their keen appreciation of the services rendered by Dr. Macfarlane to the Company over a term of several years.

Your Directors have voted the staff a bonus of 10% on their salaries, and have created a Provident Fund for the European staff, which they do not doubt will meet with your unanimous approval.

After making the usual provision for bad and doubtful debts, and writing a sum of \$18,091.41 off Machinery &c., your Directors recommend that the net profits amounting to \$200,867.15 be appropriated as follows:—

|                                                              |              |
|--------------------------------------------------------------|--------------|
| To pay a Dividend of \$1.50 per share absorbing \$171,000.00 |              |
| To place to Cattle Reserve                                   | 20,000.00    |
| To place to Typhoon and Fire Insurance                       | 5,000.00     |
| To carry forward                                             | 4,867.15     |
|                                                              | \$200,867.15 |

All cattle and stocks have been valued by your Manager and Secretary and the same are well above their book value.

I should mention that your Directors have considered it advisable, in order to meet the growing demand in Canton for ice, to erect a factory in Shamshien for the manufacture of that commodity. The necessary land has been acquired, and the machinery ordered; and we hope to be able to turn out ice in Canton by next summer, which will make Canton independent of Hongkong, and enable residents in Canton and Shamshien to obtain cheap and good ice. As the ice will be mostly consumed by Chinese residents, your Directors have decided to float a separate Company to be called "The Hongkong & Canton Ice Manufacturing Company, Limited," with a capital of \$400,000 divided into 40,000 shares of \$10 each, whereof half (namely 20,000 shares) will be offered to Chinese subscribers—thus giving the Chinese an opportunity of sharing in the profits of the new Company—while the remaining 20,000 shares will be offered to the shareholders in the Dairy Farm, Ice and Cold Storage Co., Ltd. (that is, this Company) which latter Company will be General Manager of the proposed new Company. The new Company will have a Board of Directors, consisting of six members, of whom three will be Chinese, nominated by the Chinese shareholders, and three will be nominated from the existing members of this Company's Board of Directors for the time being. I am pleased to say that ready purchasers for the shares to be offered to the Chinese as above are being found, and it is hoped to place the matter in the hands of the Company's Solicitors for the formation of the new Company in the near future.

Before closing these remarks, I would like to make reference to two further important matters, namely:—First, the most material assistance which the Company has at all times received from the Government, both during and since the late war—assistance without which the Company's interests might have been placed in serious jeopardy—I refer particularly to occasions whereon the Government gave aid to the Company in regard to embargoes placed upon the export of supplies from other Colonies.

Secondly, I desire to record the deep appreciation of the Board of the whole-hearted devotion to duty displayed by the Manager and Secretary, and other members of the Company's Staff, which has done much to relieve the situation arising out of the strenuous period through which the Company passed during recent years. And, on my own behalf, I would convey my thanks to the Secretary, to whom I am indebted for the whole of the data on which this speech is based, and nine-tenths of the substance contained therein. I now beg to propose that the Report and Accounts as presented be adopted, and I shall be much obliged if some shareholder will kindly second that proposition.

Mr. Beattie seconded and the motion was carried.

Mr. W. E. L. Shenton proposed the re-election of the retiring Directors, the Rev. Fr. Robert and Mr. F. Maitland.

This was seconded by Mr. Oliphant and carried. On the proposition of Mr. Grose, seconded by Mr. Chan a Tong, Messrs. Percy Smith, Seth and Fleming were re-elected auditors for the ensuing year at a remuneration of \$675.

The Chairman announced that dividend warrants were now ready.

1894.

## HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending October 4, 1894.)

THE DOLLAR.—September 28.—The rate of the Dollar on demand to-day is 2s. 1 1/4d.

## ACRIMONIOUS.

September 29.—There are two or three new methods of journalism, lately made a feature of by our two local contemporaries, which disgrace and discredit a profession generally considered an honourable on which we propose dealing with in our next issue. In the meantime we may say that by no stretch of the most elastic imagination can a whilom newspaper delivery coolie, a bust-up bookbinder, and a third-rate type-slinger—not one of the three having enough brains to know when to come in out of the rain to prevent getting wet—be considered fitting representatives of intelligent journalism in Hongkong or elsewhere.

## REGARDING PLAGUE.

October 1.—It is no use asking who is to blame for this recurrence of the plague, but it is to be hoped that the fact of our having the germs of this fatal disease still in our midst will stop once and for all the croakings of G. Sharp, and the other selfishly interested schemers who have lately been doing their utmost to upset the sensible arrangements decided on by the Government to protect the health of the community.

## RECOGNISING VOLUNTARY HELP.

October 1.—We understand that a meeting of the committee formed at the recent public meeting held in St. Andrew's Hall to decide upon what steps should be taken to recognise the services of the volunteers who worked in the slums of the colony during the recent epidemic, will be held in the Supreme Court library on Wednesday afternoon.

## THREE GARDEN HATS IN ONE.

Five years ago a Willesden lady bought a black straw hat for £1.11s. 3d., which has now, in these days of dear millinery, proved a notable bargain. Recently she made an inspection of the hat and found a white straw plait underneath and, between the two, a Japanese one. Three members of the family have thus been provided with garden hats.

## DEATH OF VICTOR OF TSINGTAO.

Major General Nathaniel Walter Barnardiston, C.B., M.V.O., died recently at Felixstowe Cottage Hospital, following an operation. General Barnardiston, who was in his 61st year, was in command of the British forces in North China at the beginning of the late war, and was promoted Major General after the capture of Tsingtao. In 1892 he married a daughter of the Hon. D. R. Floyd Jones, sometime Secretary of State and Lieutenant Governor of New York. She died in 1917.

## NOTICE.

## ROYAL HONGKONG GOLF CLUB.

Championship, 2nd Round, Sunday 12th October.

The Tee will be reserved for players from 9-14 onwards for about half an hour.

## NOTICES.

## YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE; HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:—

WHEN CALLING. SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED.

## CIGARS CIGARS

JUST ARRIVED FROM HOLLAND A CONSIGNMENT OF

## "FLOR DE ROELOFS"

FIRST CLASS DUTCH CIGARS

Apply for quotations and samples  
sole Importers

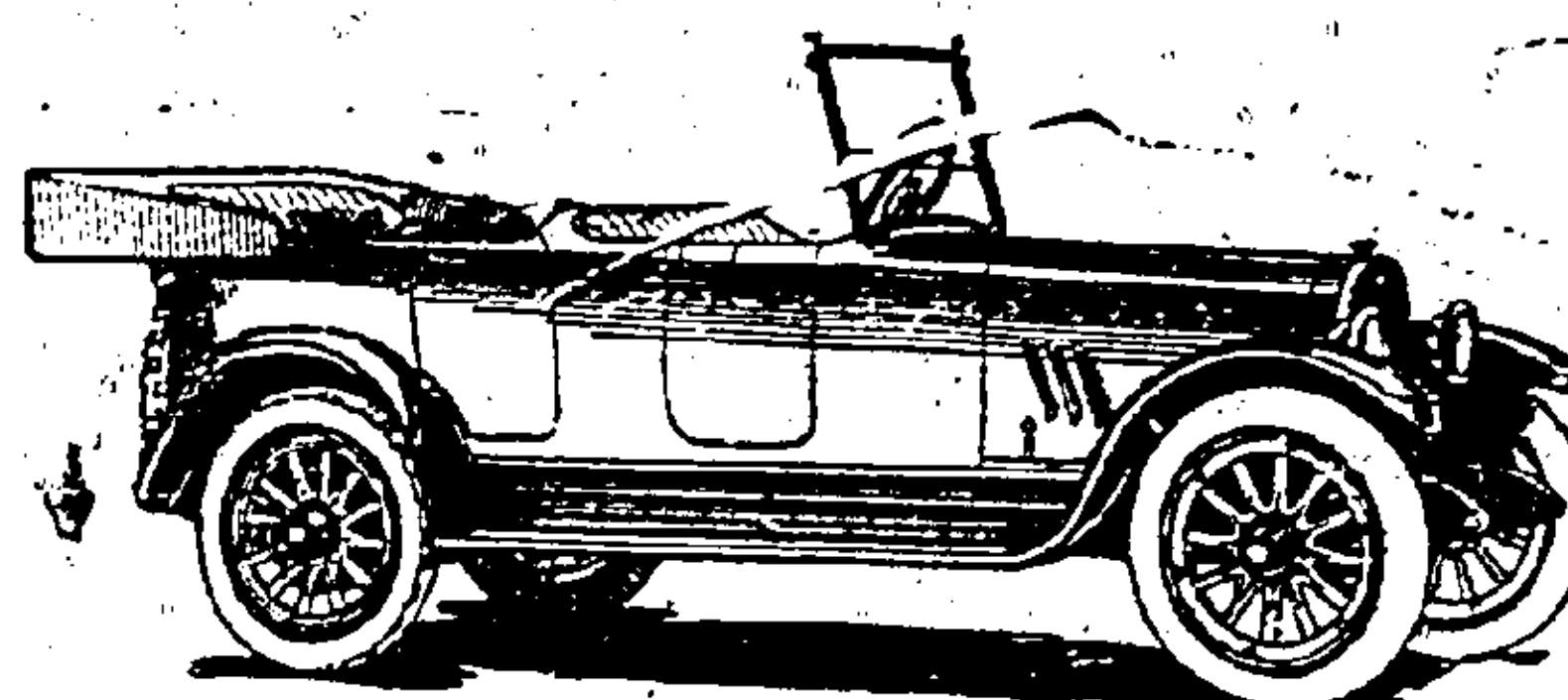
"TRAN-MARINA" Trading Company  
Hotel Mansions.

## M. Y. SAN &amp; Co., Ltd.

Manufacturers of "Bee Brand"  
Biscuits & Candies

HEAD OFFICE:—Nos. 92-100 Queen's Road, Central, Hongkong.  
FACTORY:—Nos. 141-145 Wanchai Road, Hongkong.  
BRANCHES, Manila, Singapore, Shanghai & Canton, China.

## CHEVROLET



LOWEST PRICED ELECTRICALLY EQUIPPED CAR  
IN THE WORLD.

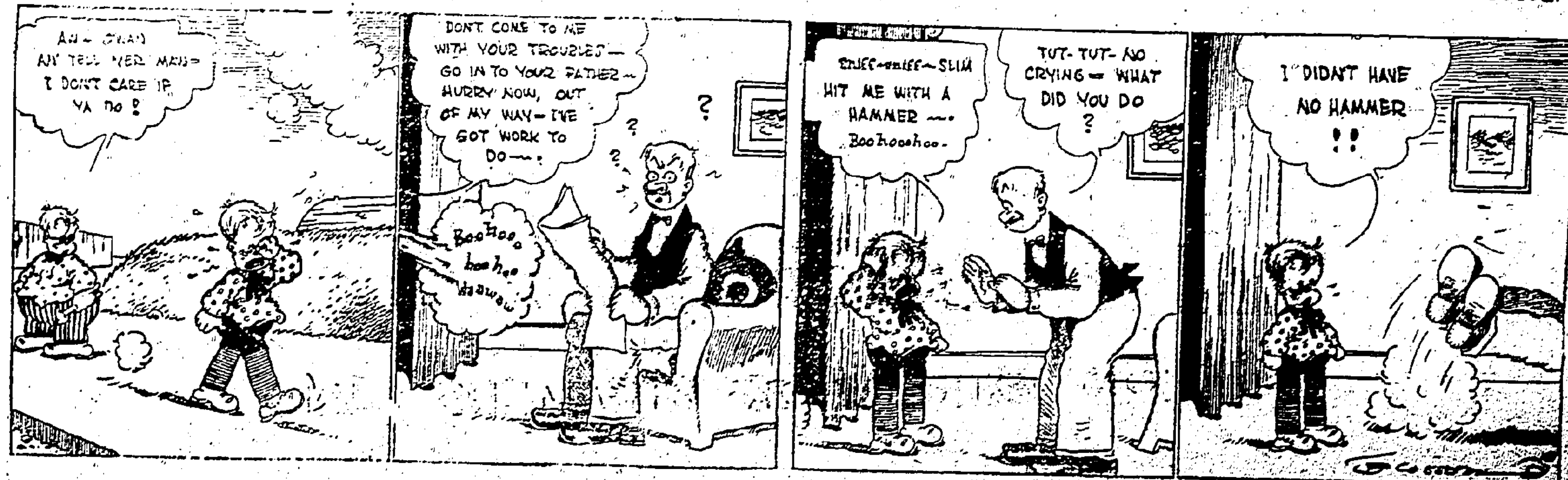
SOLE AGENTS.

W. R. LOXLEY &amp; Co.

## FRECKLES AND HIS FRIENDS

He Didn't Have a Hammer To Do Anything With!

BY BLOSSEP.





# DAIRY FARM NEWS.

---



## OUR BUTCHERY DEPARTMENT

CAN

Supply Suitable Provisions for your

**TABLE.**

SEND FOR OUR PRICE LIST.

---

**A SPECIALITY**

for

**SHIPPERS AND SHIPPING.**

WE PUT UP

**CORNERED BEEF AND PORK**

**IN KEGS OR CASKS**

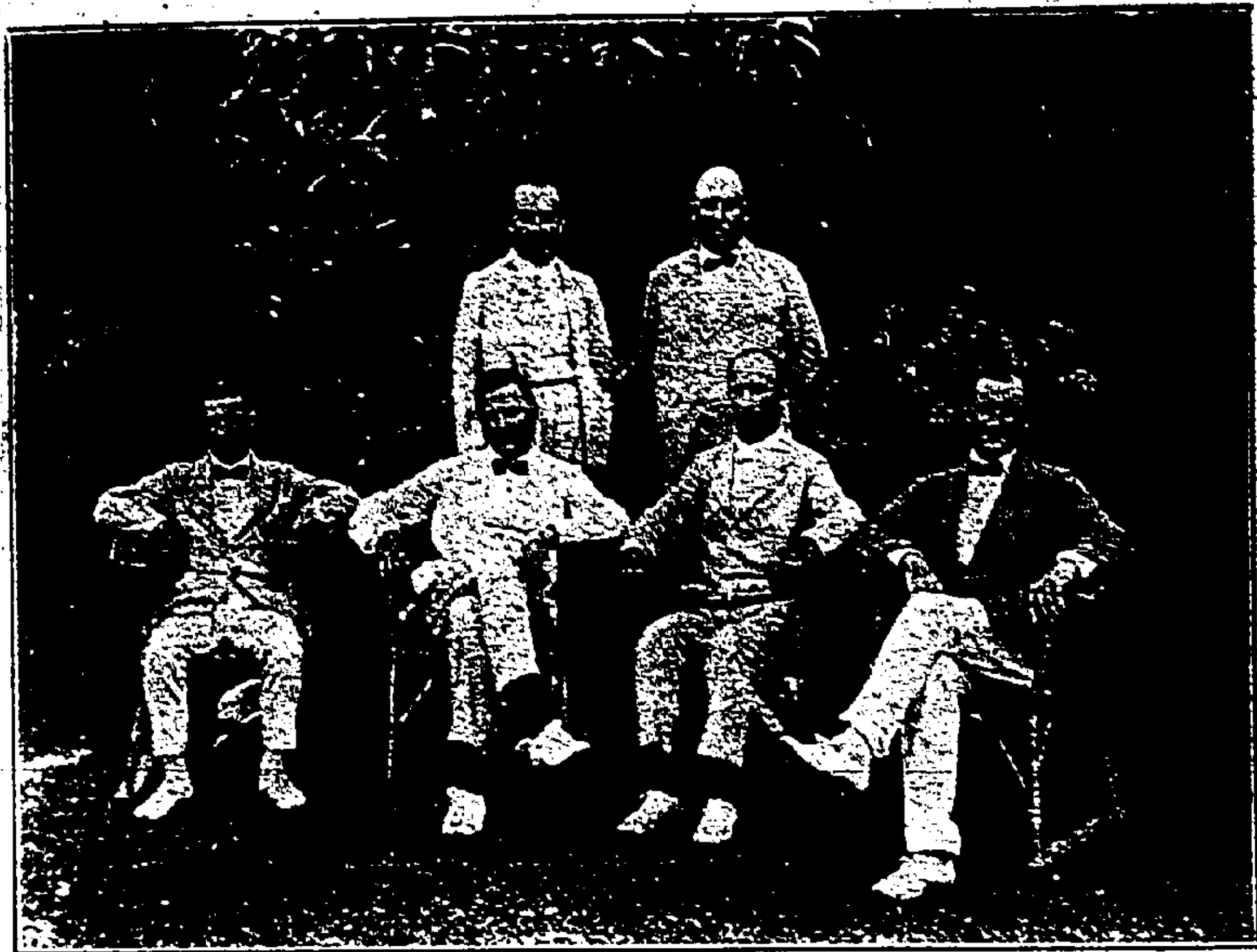
**FOR EXPORT OR STEAMERS' USE.**



# PICTORIAL SUPPLEMENT.

## INTERPORT LAWN BOWLS

Photos by Mee Cheong.



SHANGHAI TEAM.

Standing (from left to right), Messrs. Marshall and McMurdo (Reserve).  
Seated (from left to right), Messrs. Taylor, McCallum, McDougal (Skip) and Malcolm.

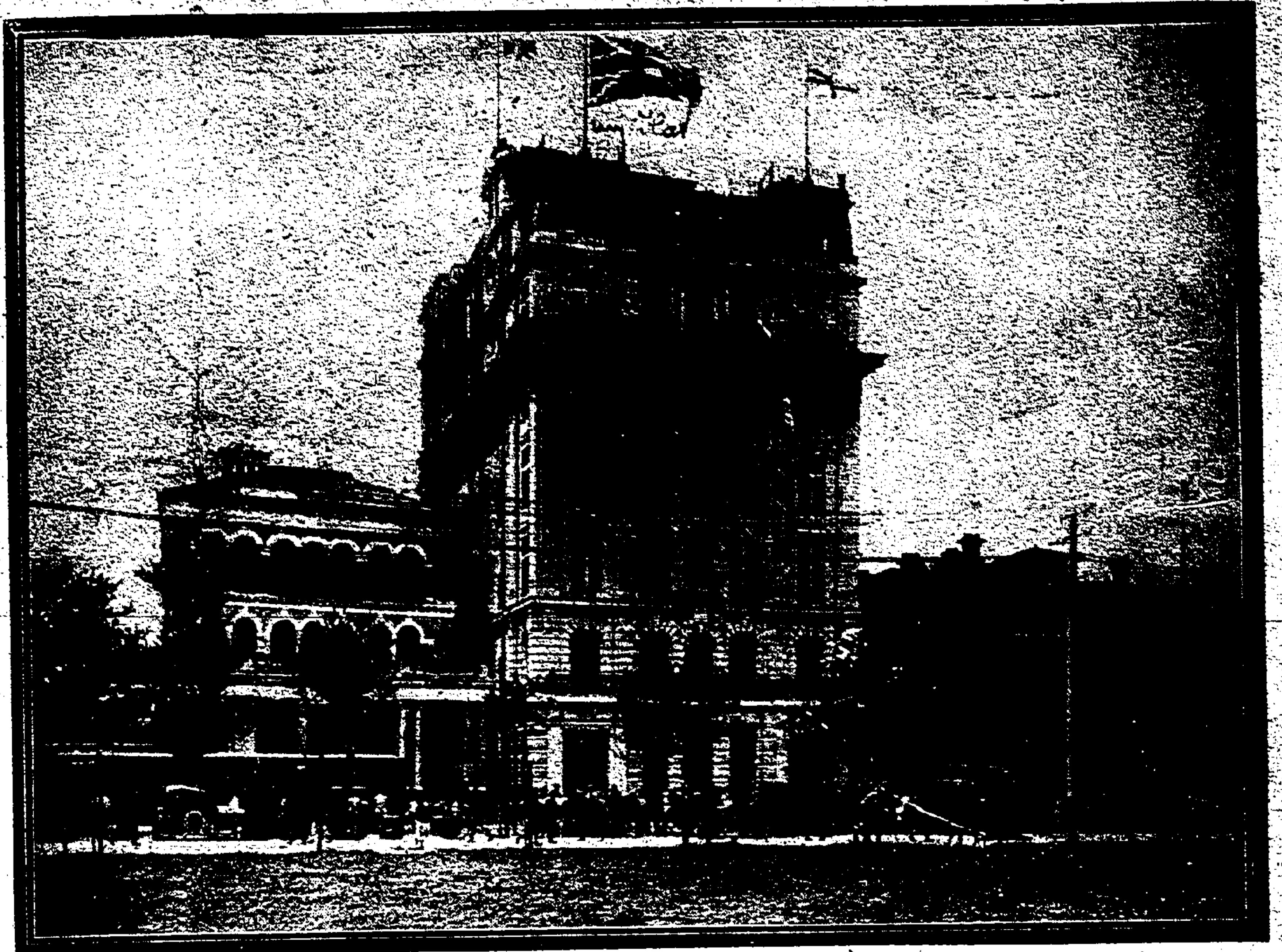


Photo: Tientsin Press.

THE NEW YANGTZE INSURANCE BUILDING ON THE BUND, SHANGHAI.



THE INTERPORT GAME IN PROGRESS.

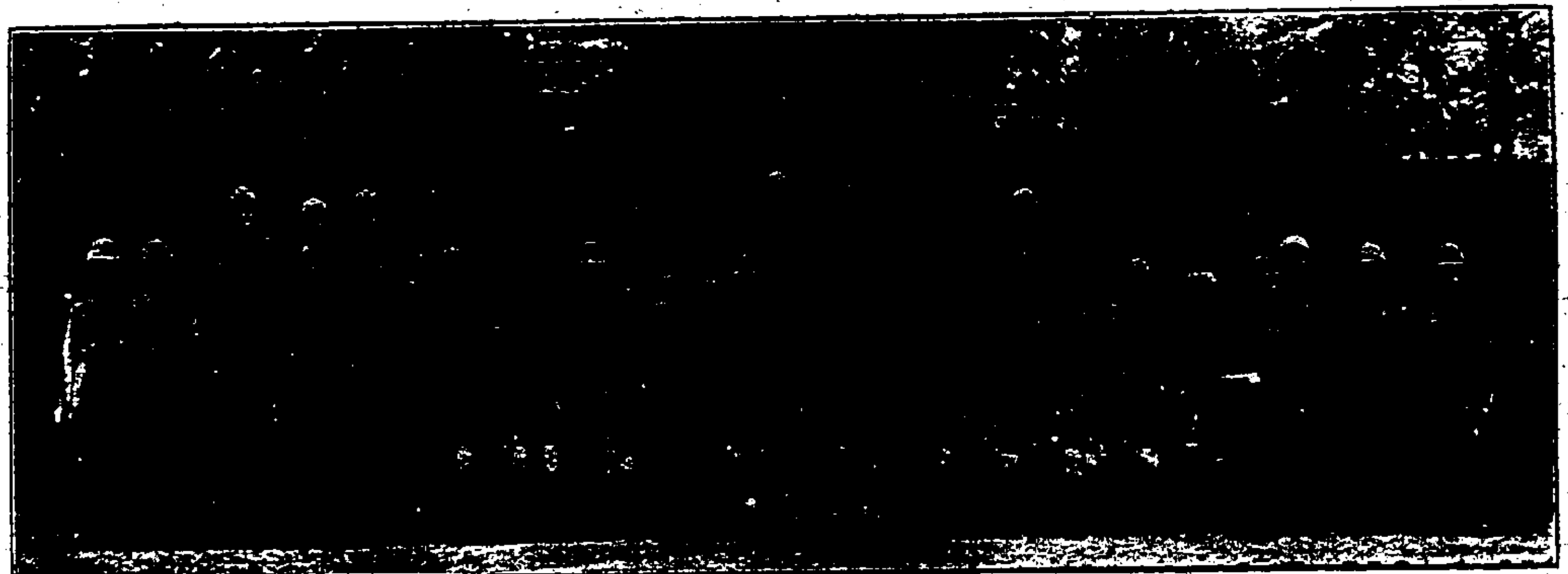


Photo: Mee Cheong.

RECENTLY DISBANDED.  
THE ROYAL NAVAL DOCKYARD DEFENCE CORPS.



HONGKONG TEAM.

Standing (from left to right), Messrs. G. Gerrard (Reserve), Eldridge (Official Scorer),  
Harvey (Umpire) and Guy (Reserve).  
Seated (from left to right), Messrs. Gerrard, Gow, Wotherspoon and Ferguson (Skip).



THE KING AND QUEEN OF THE BELGIANS.

At present on a visit to America.



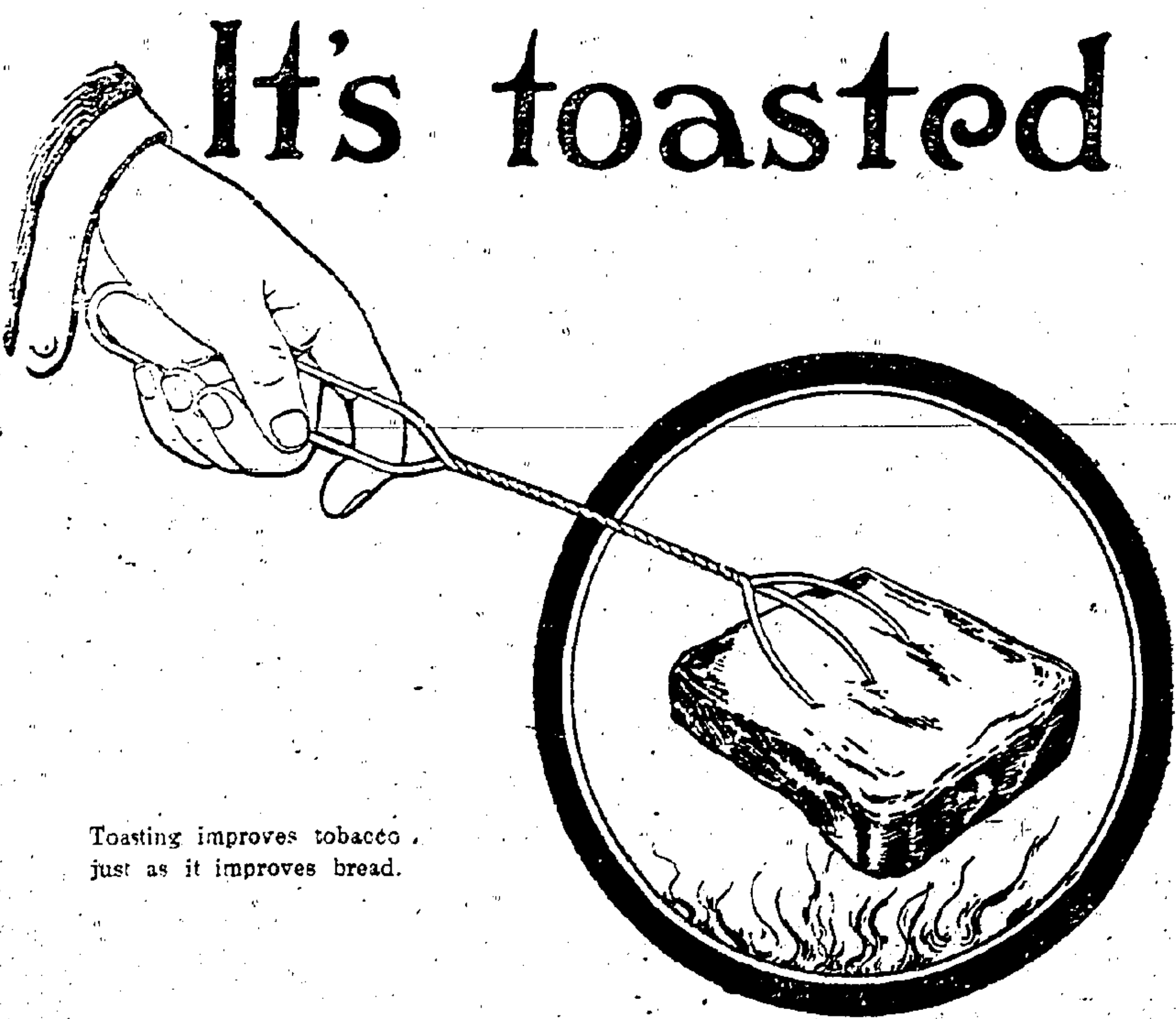
# Arrived in China — the new "toasted" cigarette

**L**UCKY Strike, it's called, And just exactly as you prefer 95% of your food cooked, you will now prefer your tobacco toasted

Cooking (toasting, broiling, roasting) makes things delicious, appetizing, and savory, because it develops flavor. You don't eat raw steak or drink raw coffee. You like toast better than bread—especially fresh buttered toast.

We toast the Burley tobacco for Lucky Strike cigarettes to develop the utmost Burley flavor and seal it in, so it's always there for you. That's what toasting does.

You're in for a new flavor when you join the Lucky Strike Smoke circle—with the real Burley cigarette.

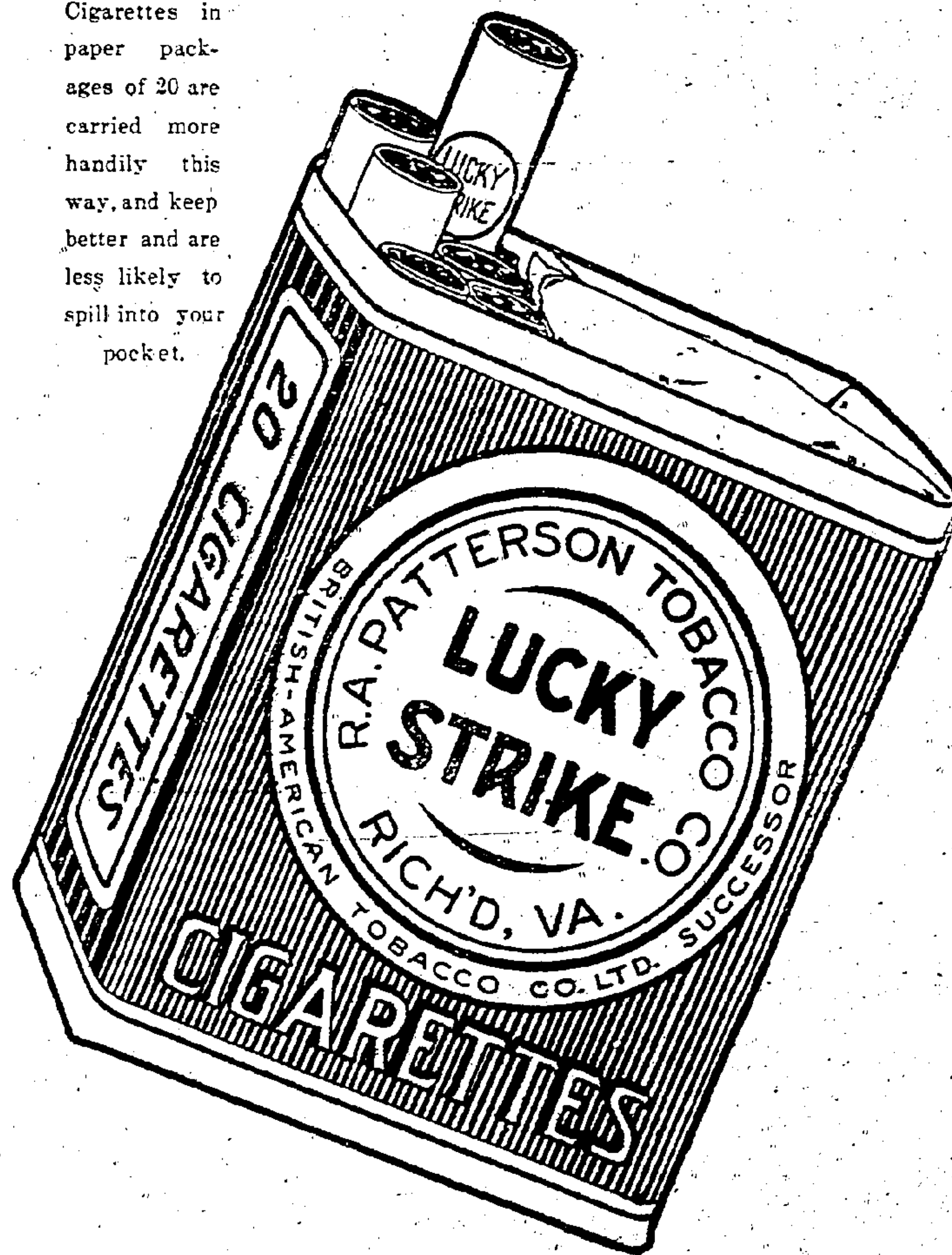


Toasting improves tobacco just as it improves bread.

## How to open the package

Tear off part of the top only, as shown.

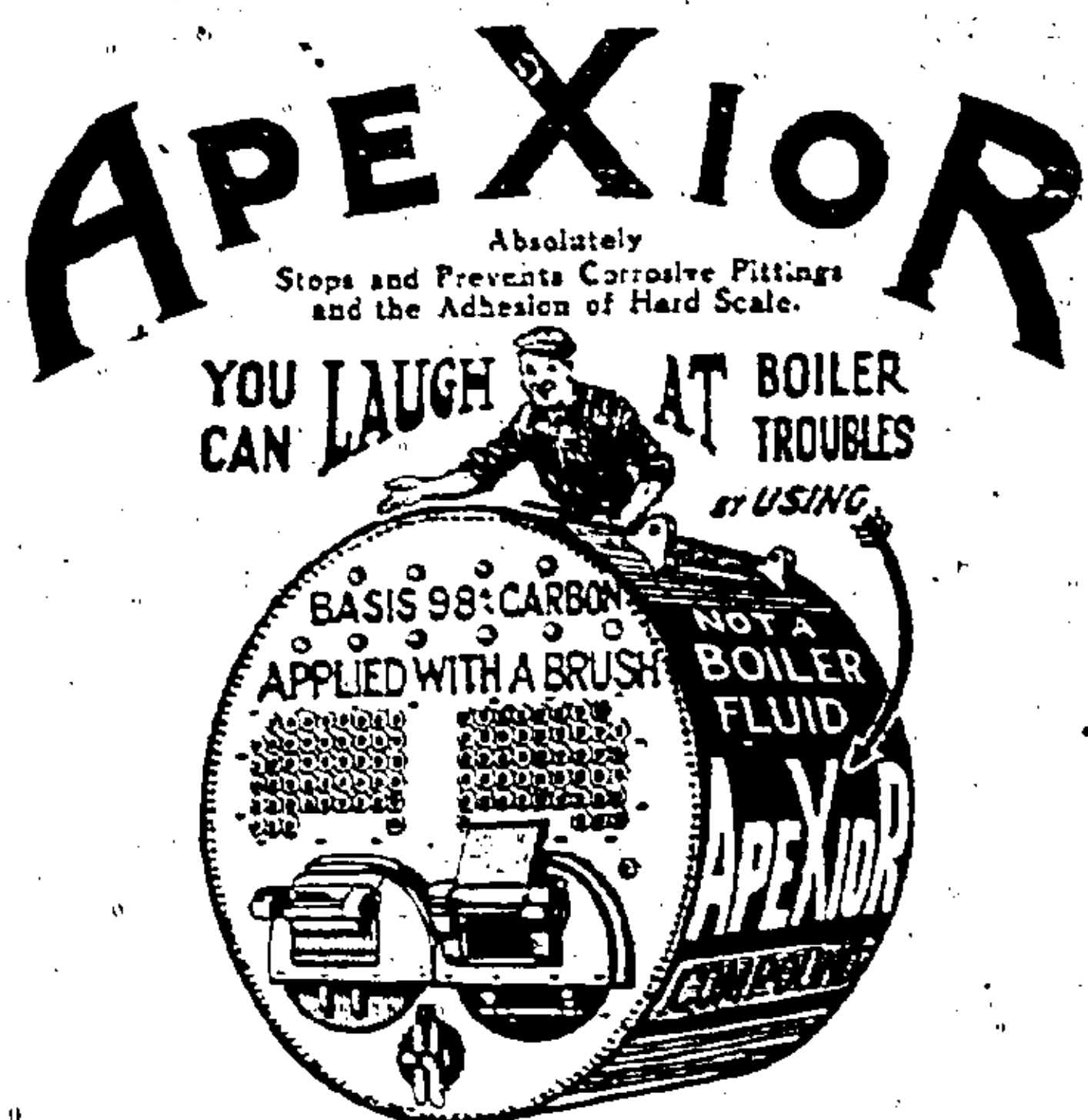
Cigarettes in paper packages of 20 are carried more handily this way, and keep better and are less likely to spill into your pocket.



OBTAINABLE AT ALL TOBACCONISTS.



## NOTICES.



No Heat Retardation. No Zinc Plates needed in Boilers treated with this compound!!

The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

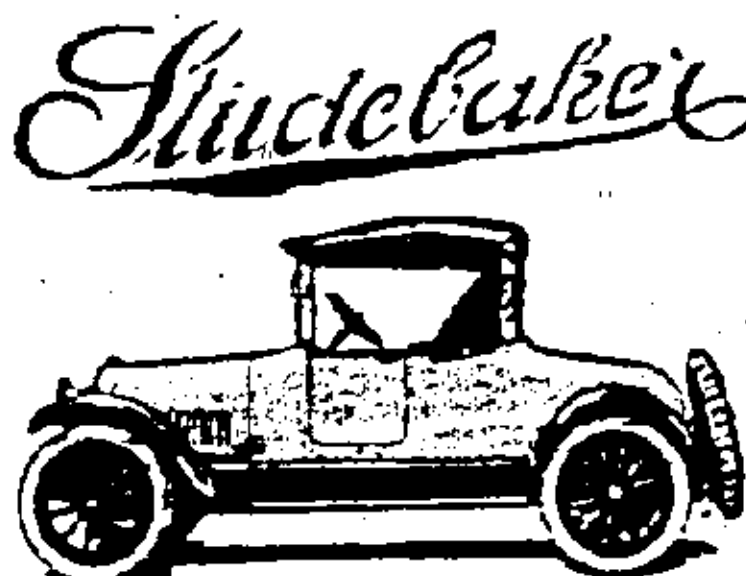
In use by the—  
BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE  
ARGENTINE AND CHILIAN NAVIES.

Also—  
Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport, Union  
Castle, Elder Dempster, Commonwealth and Dominion, Anglo-  
American Oil Co., Hudson Bay Co., Pacific Steam Navigation  
Company & Holt, Knight, Leyland, Brockbank, John Cockerill,  
Line, Nippon Yusen Kaisha, and practically all important Steam-  
ship Companies.

Agents for Hongkong & South China

THE EASTERN ASBESTOS COMPANY.  
QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

Sole Agents:  
THE  
CONNAUGHT  
MOTOR CAR  
COMPANY,



Tel. No. 1913.  
28, Des Vœux Rd.  
Central.  
G.P.O. Box 444.

A Car which has won for itself a world wide  
reputation for permanency of Service, Power,  
Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car  
At a price within the reach of all.

A Consignment of Studebakers has just been landed.  
Inspection and Enquiries are cordially Solicited.

## JAMES STEER.

9, ICE HOUSE STREET.  
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL  
INSTRUMENTS REPAIRED UNDER MY  
PERSONAL SUPERVISION.

TEL 2877.

TEL 2877.

**SHELL**

MOTOR SPIRIT

The Asiatic Petroleum Co. (South China) Ltd.

## JUST ARRIVED

A large selection of

FILET LACE TABLE COVERS—ROUND & SQUARE,  
SWATOW DRAWN WORK & SILK EMBROIDERIES,  
ALL KINDS OF LADIES' FANCY GOODS,  
FOR WHOLESALE AND RETAIL.  
PRICES MODERATE.

SWATOW DRAWN WORK CO.,

Tel. No. 2860. No. 14, Des Vœux Rd. (Ct.)

## NOTICE

**Yorkshire  
Insurance Co.,  
Limited.**  
ESTABLISHED 1884

The Undersigned AGENTS  
for the above Company are  
prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
**SHEWAN, TOMES & CO.**  
AGENTS.

## CONSIGNEES.

THE ADMIRAL LINE.

THE Steamship

"OLEN"

having arrived from Seattle,  
Wash. via ports, on Oct. 7th, 1919  
consignees are hereby notified  
that their cargo is being landed  
at their risk into the Hazardous  
and/or Extra-Hazardous Godowns  
of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd.,  
Kowloon, and stored at con-  
signee's risk.

Consignees of cargo must pro-  
duce an Import permit signed by  
the Superintendent of Imports  
and Exports, Hongkong, before  
Bills of Lading will be counter-  
signed.

All broken, chafed and dam-  
aged cargo is to be left in the  
Godowns where it will be  
examined at 10 a.m. on Oct. 13th,  
1919 by the Company's Surveyors,  
Messrs. Goddard and Douglas.

All claims must be presented  
within thirty days of the steamer's  
arrival here, after which they  
cannot be recognized. No claims  
will be recognized after the goods  
have left the Godowns, and cargo  
undelivered on and after Oct.  
14th, 1919 will be subject to rent.  
No fire insurance whatever will  
be effected.

Consignees are requested to  
send in their Bills of Lading for  
countersignature immediately.

**PACIFIC STEAMSHIP CO.**  
Operating Agents  
U. S. Shipping Board.  
5th floor, Hotel Mansions  
Hongkong, October 7th, 1919.

## NOTICE TO CONSIGNEES.

THE DOLLAR STEAMSHIP  
LINE.

THE Steamship

"BESSIE DOLLAR"

having arrived from Vancouver,  
B. C., via ports, on Oct. 6,  
1919, consignees are hereby  
notified that their cargo is being  
landed at their risk into the  
hazardous Godowns of the Hong-  
kong & Kowloon Wharf & God-  
own Co., Ltd and stored at con-  
signee's risk.

All broken, chafed and dam-  
aged cargo is to be left in the  
godowns, until Wednesday Oct.  
8, 1919, when they will be exam-  
ined by Messrs. Carmichael &  
Clarke at 10 a.m. October 8,  
1919.

Claims will not be accepted  
unless cargo is so examined by  
said Surveyors, prior to the above  
date.

All claims must be presented  
within a month of the steamer's  
arrival here, after which they  
will not be recognised.

No Claims will be admitted  
after the goods have left the  
go downs.

All goods remaining after Oct.  
8, will be subject to rent.

No Fire Insurance whatever  
will be effected.

Consignees are requested to  
send in their bills of lading for  
countersignature.

**THE ROBERT DOLLAR CO.,**  
Agents,  
Hongkong, 7th October, 1919.

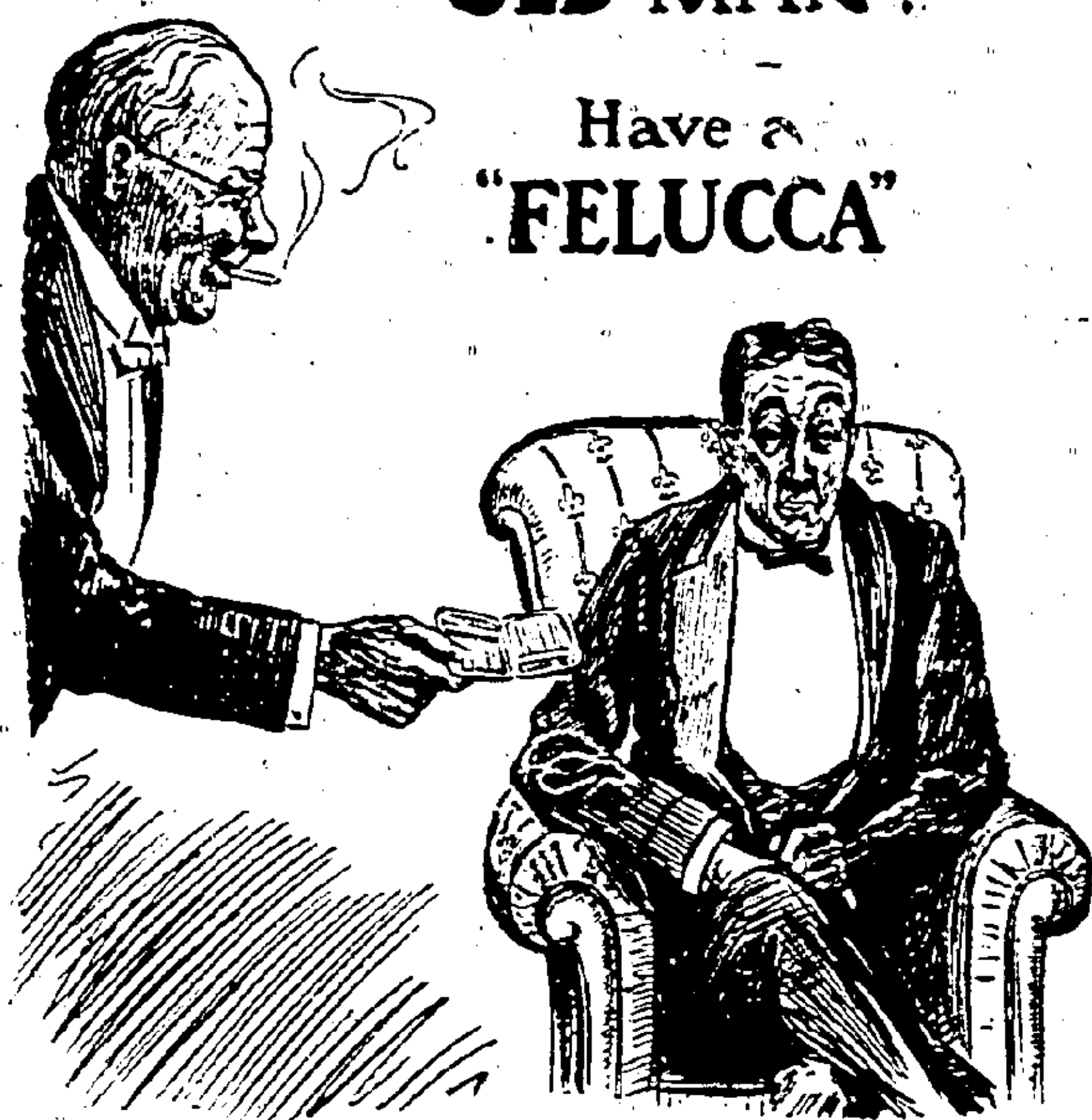
## TIDE TABLE.

29th Sept. to 5th October, 1919.

| Days of Week | Days of Month | High Water<br>Longitude<br>Mean Time | Latitude | Low Water<br>Longitude<br>Mean Time |
|--------------|---------------|--------------------------------------|----------|-------------------------------------|
| Mon.         | 6             | 11 57                                | 0 0      | 11 57                               |
| Tues.        | 7             | 12 58                                | 1 0      | 12 58                               |
| Wed.         | 8             | 13 59                                | 2 0      | 13 59                               |
| Thurs.       | 9             | 14 59                                | 3 0      | 14 59                               |
| Fri.         | 10            | 15 59                                | 4 0      | 15 59                               |
| Sat.         | 11            | 16 59                                | 5 0      | 16 59                               |
| Sun.         | 12            | 17 59                                | 6 0      | 17 59                               |



## NOTICES.

DON'T GROUSE  
OLD MAN!

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

## HONGKONG TAILORING CO.

LADIES AND GENTS TAILORING  
DRAPERS, &c.,No. 1c, D'Aguilar Street, Central,  
HONGKONG.

TEL 2880.

## JARDINE, MATHESON &amp; CO., LTD.

ENGINEERS & LAUNCH BUILDERS.  
MARINE MOTORS OF ALL POWERS  
IN STOCK.

Works:—Pootung, Shanghai.

Sole Agencies:—Sterling & Evinrude Motors. Makers  
"EVO" Motors.

Associated British Machine Tool  
Makers Ltd.  
A.B.C. Boiler Enamel.  
Rexine Ltd. (Leather-cloth)  
Edgar Allen & Co. Ltd.,  
(Tool Steels &c.)

"Sarco" Steam Traps, Temperature  
Regulators &c.  
Linotype & Machinery Ltd.  
Pulsonator Engineering Co., Ltd.  
T. & W. Smith Ltd. (Wire Ropes).  
Imperial Light Ltd.

## "A Complete Food"

by which even the weakest can be nourished and strengthened"—such is Benger's.  
Benger's Food can be fully nutritive when digestion is weakened, because while being prepared, it undergoes a first process of natural digestion, the means for which are self-contained in the Food.



is for Infants, Invalids, and the Aged, and all whose  
digestive powers have become weakened through illness,  
accident, or excess.

Prepared by the Benger's Food Co., Ltd., 1, The Arcade,  
London, W.1. Sole Agents for Hong Kong, 11, The Arcade,  
Hong Kong.

## POST OFFICE.

## GENERAL HOLIDAY.

The General Post Office will be  
open on Monday, 13th, October,  
from 8 a.m. to 9 a.m. only.

There will be one delivery of  
ordinary correspondence and one  
collection of letters from the  
Pillar Boxes.

The Money Order Office will  
be entirely closed.

The District Post Offices will  
be open from 8 a.m. to 9 a.m. and  
from 5 p.m. to 6 p.m. with the  
exception of Kowloon Office  
which will be open from 8 a.m. to  
9 a.m. only.

There will be one delivery from  
District Offices at noon.

## INWARD MAILS.

Europe via Negapatan—Per  
STENTOR, 11th Oct.  
Manila—Per NAGATA MARU,  
11th Oct.  
Shanghai—Per SINKIANG, 13th  
Oct.  
Manila and Australia—Per ST.  
ALBANS, 13th Oct.  
Shanghai—Per WEST HEP-  
BURN, 13th Oct.  
Straits—Per SHINYO MARU,  
14th Oct.  
Manila and Australia—Per AKI  
MARU, 17th Oct.  
Straits—Per TOTOMI MARU,  
17th Oct.  
Straits—Per TAMBA MARU,  
18th Oct.

## OUTWARD MAILS.

## TO-MORROW.

Macao—Per SUI AN, 12th Oct.,  
8.30 a.m.  
Swatow, Amoy and Formosa via  
Takao—Per SOSHU MARU,  
12th Oct., 9 a.m.  
Saigon—Per TJILABOES, 12th  
Oct., 9 a.m.  
MONDAY, 13TH OCTOBER.  
Macao—Per SUI AN, 13th Oct.,  
8.30 a.m.  
Macao—Per CHUN CHOW, 13th  
Oct., 4.30 p.m.  
Swatow—Per CORNELIA, 13th  
Oct., 5 p.m.  
TUESDAY, 14TH OCTOBER.  
Macao—Per SUI TAI, 14th Oct.,  
8.30 a.m.

TO-DAY'S SHARE  
QUOTATIONS.

## OFFICIAL PRICES.

| Banks.                       |                    |
|------------------------------|--------------------|
| H.K. & S. Banks              | n. \$670           |
| Marine Insurances.           |                    |
| Cantons                      | b. 440             |
| North China                  | b. \$300           |
| Unions                       | s. 215             |
| Yangtszes                    | n. 270             |
| Far Easterns                 | b. 23              |
| Fire Insurances.             |                    |
| China Fires                  | n. 138             |
| H. K. Fires                  | b. 345             |
| Shipping.                    |                    |
| Douglases                    | n. 82              |
| Steamboats                   | n. 2434            |
| Indos (Pref.)                | n. 32              |
| Indos (Def.)                 | s. 195             |
| Shells                       | n. 185/-           |
| Ferries                      | n. 34              |
| Refineries.                  |                    |
| Sugars                       | n. 177             |
| Malabons                     | n. 46              |
| Mining.                      |                    |
| Kailans                      | b. 75/-            |
| Langkats                     | n. 20              |
| Shanghai Loans               | n. 20              |
| Shai Explorations            | n. 20              |
| Raubs                        | n. 210             |
| Trochs                       | b. 38/9            |
| Ural Caspians                | n. 47/6            |
| Docks, Wharves, Godowns, &c. |                    |
| H.K. Wharves                 | b. & sa. 111/-     |
| K. Docks                     | s. 177             |
| Shai Docks                   | n. 120             |
| N. Engineerings              | n. 229             |
| Lands, Hotels & Buildings.   |                    |
| Centrals                     | n. 1094            |
| H.K. Hotels                  | n. 120             |
| L. Invest.                   | b. 130             |
| H. p. hys Est.               | n. 94              |
| K'loon Lands                 | n. 46              |
| L. Reclamations              | n. 175             |
| West Points                  | n. 90              |
| Cotton Mills.                |                    |
| Ewos                         | n. \$380           |
| Kung Yiks                    | n. \$34            |
| Lau Kung Mows                | n. \$250           |
| Orientalis                   | n. \$120           |
| Shai Cottons                 | n. \$2524          |
| Yangtszepoos                 | n. \$18            |
| Miscellaneous.               |                    |
| Cements                      | n. 714             |
| China Borneos                | n. 1234            |
| Do. Light                    | b. old 714 new 514 |
| China Providents             | s. 84              |
| Dairy Farms                  | s. 27              |
| Electrics H. K.              | b. 80 s. 84        |
| Electrics Macao              | n. 34              |
| Hongkong Ropes               | b. 294             |
| Hk. Tramways                 | s. 84              |
| Peak Trams, old              | s. 7               |
| Do. new                      | n. 80 cts.         |
| Steam Laundries              | b. 34              |
| Steel Foundries              | b. 10              |
| Water-boats                  | s. 154             |
| Watsons                      | b. 610             |
| Wm. Powells                  | b. 12              |
| Wisemans                     | b. 29              |

Hongkong, Oct. 11, 1919.

Swatow and Bangkok—Per  
CHUSAN, 14th Oct., 9 a.m.  
Philippine Isl. nds.—Japan via  
Nagasaki, Canada, United  
States, Central and South  
America and EUROPE VIA  
VICTORIA B.C.—Per KAT-  
ORI MARU, 14th Oct., Reg.  
8.45 a.m. Letters 9.30 a.m.  
Shanghai, North China, Japan via  
Nagasaki, Honolulu, Canada,  
United States, Central and  
South America and EUROPE  
VIA SAN FRANCISCO—Per  
NILE, 14th Oct., Reg. 9.45  
a.m. Letters 10.30 a.m.  
Swatow, Amoy and Foochow—  
Per QUINNEBAUG, 14th  
Oct., 11 a.m.  
Formosa via Keelung—Per AMA-  
KUSA MARU, 14th Oct., 11  
a.m.  
Shanghai and North China—Per  
SUIYANG, 14th Oct., 11 a.m.  
Weihaeiwei, Chefoo & Tientsin—  
Per HUICHO, 14th Oct.,  
2 a.m.  
Macao—Per CHUN CHOW, 14th  
Oct., 4.30 p.m.  
WEDNESDAY, 15TH OCTOBER.  
Macao—Per SUI AN, 15th Oct.,  
8.30 a.m.  
Macao—Per CHUN CHOW, 15th  
Oct., 4.30 p.m.

## NOTICE.

MITSUBISHI SHOJI  
KAISHA, LTD.

(MITSUBISHI TRADING CO.)  
COAL, GENERAL IMPORTS AND  
EXPORTS.  
SOLE PROPRIETORS OF  
YAMAGUCHI, OCHI, MUTARE, KISHIDAKE,  
YOSHINO, HINO, KAMAYAMA, SAKI,  
KARADA, SHIRANE, KAMAYAMA, SAKI,  
KAMAYAMA COAL MINES.  
Agents for SAKITO COAL.

## HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTA-  
TIVES:—NAGASAKI, KARATSU,  
WAKAMATSU, MOJI, KURE, KOBE,  
OSAKA, TSURUGA, NAGOYA,  
YOKOHAMA, TOKYO, HAKODATE,  
MURORAN, OTARU, VLADIVOS-  
TOK, PEKING, TIENTSIN, DAIRIN,  
TSINANFU, HANKOW, SHANGHAI,  
TAIPEH, HONGKONG, CANTON,  
HAIPHONG, MANILA, SINGAPORE,  
CALCUTTA, LONDON & NEW YORK.

## Cable Address:—

Hongkong:—"IWASAKI"

Canton, Haiphong:—"IWASAKI"

Codes:—A1, A.B.C. 5TH ED.,  
Western Union and Bentley's.  
AGENCY FOR:—THE OSAKA  
MARINE AND FIRE INSURANCE  
CO., LTD., OSAKA.

For Particulars Apply to:—  
S. SAYEKI, Manager,  
No. 11, Pedder Street, Hongkong.

## ASAHI BEER

AGENTS  
Mitsui Bussan Kaisha.

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